

THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 26, 2017

The Rio Hotel and Casino

Las Vegas, Nevada



Bonhams



THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 26, 2017 at 11am
The Rio Hotel and Casino
Las Vegas, Nevada

BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046
bonhams.com

PREVIEW & AUCTION LOCATION

The Rio Hotel and Casino
Amazon Ballroom
3700 W. Flamingo Road
Las Vegas, Nevada 89103

PREVIEW

Wednesday January 25, 9am to 6pm

BIDS

+1 (415) 861 7500
+1 (415) 861 8951 fax
bids.us@bonhams.com

To bid via the internet please visit
www.bonhams.com/vegas

Please see pages 2 to 3 and 236 to
237 for bidder information including
Conditions of Sale, after-sale
collection and shipment.

SALE NUMBER: 23804
Lots 1 - 345

INQUIRIES

General Information

+1 (415) 391 4000
+1 (415) 391 4040 Fax
motorcycles.us@bonhams.com

Motorcycles

Nick Smith
+1 (323) 436 5470
nick.smith@bonhams.com

David Edwards
+1 (949) 460 3545
david.edwards@bonhams.com

Tim Parker
+1 (651) 235 2776
tim.parker@bonhams.com

Ben Walker
+44 (0) 20 8963 2817
ben.walker@bonhams.com

Business Manager

Stephen Girlich
+1 (415) 503 3447
+1 (415) 391 4040 Fax
stephen.girlich@bonhams.com

Vehicle Documents

Stanley Tam
+1 (415) 503 3322
+1 (415) 391 4040 Fax
stanley.tam@bonhams.com

Automated Results Service
+1 (800) 223 2854
www.bonhams.com/vegas

ILLUSTRATIONS

Front cover: Lot 250
Inside front cover: Lot 222
Session page: Lot 223
Inside back cover: Lot 188
Back cover: Lot 217

From January 24 to 28, to reach us
directly at The Rio in Las Vegas:
+1 (415) 391 4000
+1 (415) 391 4040 fax
motorcycles.us@bonhams.com

Bonhams

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San Francisco, California 94103
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BUYER INFORMATION

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale and Disclaimer of Warranties printed in this catalog, including in particular the AS-IS Disclaimer of Warranties and Limitation of Liability provisions, as they set forth the terms and conditions on which Bonhams will offer and sell the motor vehicles and other property in this auction and govern the rights and obligations of the parties.

IMPORTANT NOTICE

Motor vehicle lots being offered and sold on a Bill of Sale are noted as such in the auction catalog. Prospective bidders and buyers should be aware that some non-U.S. jurisdictions require that a motor vehicle be accompanied by a current certificate of title prior to its importation into such foreign jurisdiction. It is the responsibility of the buyer to investigate any applicable restrictions on purchased property and to obtain any export or import licenses and/or certificates of title as well as any other required documentation before shipping.

Upon request, Bonhams can assist the buyer or refer the buyer to an agent who can assist the buyer with obtaining such title documentation; additional fees may apply. The inability to obtain such title documentation or to export or import a lot or to do so timely shall not, however, serve as the basis for any cancellation or rescission of the sale or any delay in the buyer's payment for the purchased property.

For all registrable Motorcycles, Bonhams will be working in conjunction with Nevada dealer Munari Auctions Inc, license no. DLR000042175. Please note that following the auction, history documents and accompanied items may ship from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

ADMISSION TO PREVIEW AND AUCTION

All Bonhams auctions are open to the public. Catalogs can be purchased for \$50 in advance and we ask that you please bring your catalog to the sale. Catalogs can be purchased at the auction venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

BUYER'S PREMIUM, TAXES AND LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium.

For MOTORCYCLE property the premium is 15% on the first \$100,000 of the bid price and 10% of any amount by which the bid price exceeds \$100,000.

For MEMORABILIA (lots 1-6) and other non-motor vehicle property, the premium is 25% on the first \$150,000 of the bid price, 20% of the hammer price at \$150,001 up to and including \$3,000,000, and 12% on any amount exceeding \$3,000,000.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona, California and Florida, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold a valid sellers permit number and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

Purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Nevada sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington State and Washington DC.

IMPORTANT TAX NOTE: All items being sold will be subject to Nevada state sales tax. All buyers will be required to pay tax unless you qualify for one of the following tax exemptions:

- 1. You are a licensed automobile or motorcycle dealer, who has provided a copy of your dealer's license. A completed resale certificate from your home state will also be required.**
- 2. A qualified non-resident of Nevada can purchase an \$9.25 drive away permit and complete the non-resident affidavit to avoid Nevada sales tax and pick up at the sale. Buyers must provide an out of state driver's license and social security number to qualify for this exemption.**

Additionally, buyers are required to pay any applicable import duty, sales or user tax, as the case may be.

The amount of any such sales or use tax, duty and/or fees to be collected by Bonhams from the buyer will be determined by Bonhams in its sole discretion and are additional to the final bid price and buyer's premium. Exemptions from taxes, duties or fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the import value, and associated import fees are payable by the buyer on all lots marked with an omega symbol (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 28.

ESTIMATES

Bonhams catalogs include low and high value estimates for each lot, exclusive of the buyer's premium and tax. The estimates are provided as an approximate guide to current market value based primarily on previous auction results for comparable pieces, and should not be interpreted as a representation or prediction of actual selling prices. They are determined well in advance of a sale and are subject to revision. Please contact us should you have any questions about value estimates.

RESERVES

The seller may place a reserve on his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

BIDDING AT AUCTION

At Bonhams, you can bid in many ways: in person, by absentee bid, over the phone, or via Bonhams' online bidding facility. Absentee bids can be submitted in person, online, by fax or email.

PAYMENT & COLLECTION OF LOTS

A valid Bonhams client account is required to participate in bidding activity. You can obtain registration information online, at the reception desk or by calling our Client Services Department.

By bidding at auction, whether in person or by agent, by absentee bid, telephone or other means, the buyer or bidder agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

Lots are auctioned in consecutive numerical order as they appear in the catalog. The auctioneer will normally open the bidding below the low estimate and usually proceed in increments of around 10% of the bidding price. The auctioneer may vary the bidding increments and may split or reject a bid at his or her discretion. The auctioneer may also execute bids on behalf of the consignor up to the amount of the reserve, but never above it.

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951 or to Bonhams at The Rio in Las Vegas at +1 (415) 391 4040 beginning Wednesday January 25 until sale day.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid for a lot estimated in excess of \$1000, Bonhams is pleased to offer a telephone bidding facility for this sale, subject to availability. Should you wish to bid by telephone, please contact our Client Services Department for more information.

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/vegas or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the conversion of other currencies to US Dollars are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the operation or accuracy of the currency converter.

DAMAGE

Any viewer who damages a lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

PAYMENT

Payment for purchased lots must be made no later than 12pm on Saturday January 28. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft), debit card with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering a cash discount program.

For buyers wishing to pay by bank transfer, our bank details are as follows; please include your client identification number:

City National Bank
Federal Routing # 1220-16066
150 California Street
San Francisco, CA 94111
Account #432742997
Swift Code: CINAUS6L

PAYMENT & COLLECTION HOURS AT THE RIO IN LAS VEGAS

Bonhams will be accepting payment during and after the auction on Thursday January 26. We will be open on Friday January 27 from 8.30am until 5pm, and again on Saturday January 28 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 28; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All lots must be paid for and collected from the sale venue by 12pm on Saturday January 28. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday January 28. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

UNCOLLECTED MEMORABILIA AND ENGINE LOTS

Uncollected memorabilia and engine lots will be removed to Las Vegas Crating & Logistics' location for shipment or for collection by buyer or third party agent. Instructions for collection from Las Vegas Crating will be given to buyers at the time of payment. Please note these lots are subject to uplift charges and potential storage fees.

Las Vegas Crating & Logistics contact information:

Chris Long, +1 (702) 604 6564
contact@lasvegascrating.com
web: www.lasvegascrating.com
4050 W Sunset Rd, Las Vegas, NV 89118

UNCOLLECTED MOTORCYCLE LOTS

Motorcycle lots uncollected by noon Saturday 28 January will be removed to hold location by Schumacher and held to order until the buyer issues instructions. The buyer/seller will be informed of the hold location and will be solely responsible for any expenses incurred. Motorcycle removal and storage charges will be charged by Schumacher according to standard rates and the ultimate destination of the vehicle. Bonhams urges buyers to inquire in advance. Lots are at the buyer's risk from the fall of the hammer.

TRANSPORT AND SHIPPING

Representatives of Bonhams preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An agent may collect your purchases as long as they are removed from the auction site by noon Saturday January 28.

Schumacher Cargo Logistics (USA)
International and Domestic Motorcycle Transport

Contact: Warren Barnes
+1 (310) 626 7117, warren@sclusa.com

Shippio Ltd (Europe)
Car & Motorcycle Shipping (International)
Contact: Giles Ernsting
+44 (0) 1604 419 815, giles@shippio.com
web: www.shippio.com

BONHAMS AT THE RIO HOTEL AND CASINO

Amazon Ballroom
3700 W. Flamingo Road
Las Vegas, Nevada 89103

Telephone numbers for January 24 - 28
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

Sale start time 11am

MEMORABILIA

Lots 1-6

MOTORCYCLES

Lots 100-341

Additional images for each lot can
be found at [bonhams.com/vegas](https://www.bonhams.com/vegas)



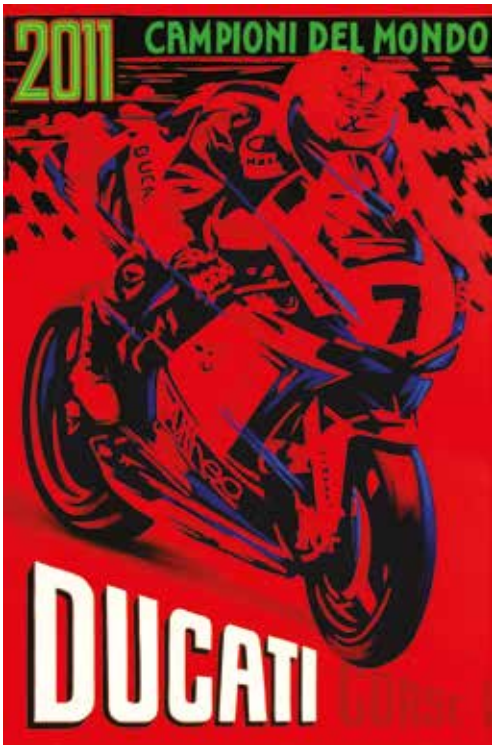




1



2



3



4

1
ROBERT CARTER:
"INDIAN AT ARPAGON"
 40 x 60 ins.

\$6,000 - 8,000

2
ROBERT CARTER:
"VINCENT AT MONTLHERY"
 47 x 78 ins.

\$8,000 - 10,000

3
ROBERT CARTER:
"DUCATI 2011"
 45 x 67 ins.

\$6,000 - 8,000

4
ROBERT CARTER:
"HARLEY-DAVIDSON AT DODGE CITY"
 48 x 72 ins.

\$8,000 - 10,000



5

VINCENT HRD LAMP

A billiard or pool table style Vincent HRD Lamp

\$2,000 - 3,000

WITHOUT RESERVE

6

DUCATI 750 SPORT CUTAWAY ENGINE

BY JEFF NASH

Designed by the legendary Fabio Taglioni, Ducati's first road-going v-twin - the 750 GT - arrived in 1971. Lacking the resources of larger rivals from Japan, Ducati made the most of what it already possessed to create one of the all-time great motorcycles of the post-war era. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase (which in essence it was) though the coil valve springs represented a departure from Ducati's traditional hairpins. The 90-degree layout made for exceptional smoothness and a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducati vees notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972. Based on the original 750 GT tourer, the 750 Sport was an altogether more exciting looking beast and backed up its stunning looks with improved performance courtesy of a maximum power hike from 50 to 56bhp. Built only until 1974, the Sport underwent minor changes to its front fork and disc brake but otherwise changed little, and was only ever sold in the classic yellow with black livery shared with the Desmo singles. An ideal display piece for the enthusiastic Ducati collector, this 750 Sport engine has been skilfully sectioned by marque specialist, Jeff Nash (Advanced Motorsports Ducati Dallas).

\$6,000 - 8,000

7 - 99

No lots





100

100

**C.1971 SWETLAND DUCATI 250CC
SCR "MARK 3" SCRAMBLER PROJECT**

Engine no. DM250M3195236

This Ducati scrambler is something of a bitsa. The motor is thought to be from a Ducati 250 Mark 3, a motor that can be described as "fairly hot in the day." The narrow case 250 Mark 3 motor pumped out 21bhp with a high comp. piston. The frame is thought to have been built by David Swetland of St. Paul, Minnesota, a very capable technician at Cycle Sport, a Ducati and Norton/AJS dealer. It is certainly hand made and not dissimilar to an AJS Stormer 250 frame of the period. In the late 1960s into the 1970s it was not unusual for Ducati's singles to be transplanted into other European scrambler frames because Ducati's own was not dirt-oriented enough. Husqvarna and even Honda-Ducatis were not uncommon. Given the condition of the bike today, however, it must have been effective for it is surely well worn.

\$700 - 900

WITHOUT RESERVE

Sold on a bill of sale.



101

101

**C.1972 SWETLAND DUCATI 160CC MONZA
JUNIOR SCRAMBLER PROJECT**

Engine no. DM160 19677

This Ducati scrambler is a mystery. The motor is from a Ducati 160 - most likely a Monza Junior, a narrow case, overhead cam motor. It was based on the 125 (not the 175) and thus was over-bored to 156cc to produce 16bhp at 8,000rpm. Ducati never made a 160 Scrambler. The frame is thought to have been built by David Swetland. The Ducati factory never made a full-loop frame like this one. The seller, the daughter of the owner has no history file and was way too young to remember what her father did, or who helped him. Given the condition of the bike today, however, it must have been effective when ridden in the 1970s for it is surely well worn.

\$600 - 800

WITHOUT RESERVE

Sold on a Bill of sale.



102

102

C.1970 DUCATI 250CC DESMO ROAD RACER

Engine no. 89672

As design debuts go, Ducati's desmodromic valve actuation could not have done much better. The factory shocked the established European racing order in 1956 when its unheralded 125 with desmo valvetrain took a surprise win at the Swedish Grand Prix, the very first race it entered. In 1968 Ducati launched the first of its desmo roadsters, these top-of-the-range 250 and 350cc supersports variants being distinguishable from the valve-spring models by virtue of their extra chrome and restrained D decals on the sidepanels. Very little is known about this shabby road racing Ducati. What is known is that it was built by David Swetland. There were no records handed down. What is known is that it is a 250 Desmo single in a factory built frame. Beyond that it is an unruly mix of components, and given the universality of many of Ducati's parts, the seller is unsure just what the specification is.

\$1,600 - 2,000

WITHOUT RESERVE

Sold on a Bill of sale.

103

1971 DUCATI 450CC DESMO R/T

Frame no. 455296

Engine no. DM450 455296

Designed by Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation - whereby closure as well as opening was effected by cams - was a feature of the racing versions and would later be applied to the sportier roadsters. Small capacity lightweights were produced initially, the first 250cc models not arriving until 1961. In '68 Ducati launched the first of its legendary 'Desmo' roadsters in 250cc and 350cc capacities, and then later that same year in its largest '450' incarnation that offered considerably more torque. Ducati hired 1966 Italian scrambles champion Walter Reggioli to help with the development and the R/T was in production by the end of the year. For the USA it was available only as an off-road machine, with a street equipment kit option. The R/T's wide-case 435.7cc motor was air cooled, 2-valve and desmodromic pushing out about 27 horsepower at 6,700rpm and the bike weighed, dry, about 286lb. Plus a 5-speed. Performance was brisk. The frame had Marzocchi suspension front and rear with the fork providing 7in of travel. A 21in front wheel was unique to this scrambler. Here is a rare opportunity to acquire a one owner from new example of the best of Ducati's "real scrambler" series. This bike, purchased new by David Swetland, was put away into dry storage sometime in the early 1980s where it has been left until now that it is being sold by Swetland's daughter on his behalf. Well used and unkempt, but substantially complete, it deserves careful scrutiny for it is surely well worth revitalizing.

\$3,500 - 4,500

WITHOUT RESERVE

Sold on a Bill of sale.



104

1993 DUCATI 900 SS

Frame no. ZDM1LC4119PB011147

The motorcycle world saw the second coming of the Ducati 900 SS in 1990, though the bike really owed more to the successful works TT2 road racers than it did the old Imola-style Super Sports. The new SS was powered by a Pantah-based, air-cooled, two-valve 'Desmodue' V-twin wrapped in a trelliswork of short, straight steel tubes, just like the TT2, which had gathered up four consecutive Formula II World Championships and numerous Isle Man TT wins in the talented hands of UK rider Tony Rutter. In production from 1990-2007, the re-introduced '2.0' version of the SS was available in a dizzying alphabet soup of model variations (SP, SS/CR, SL, etc.) plus at least four different fairing styles, in engine sizes ranging from 350 to 900cc. No matter the model, though, the very 'Ducati-ness' of these bikes shined through-- booming, torque-loaded power with steady-as-she-goes yet full-of-feeling handling. This one-owner, 2,400-mile 900 SS is a 1993 model with the early full-fairing in red. It was purchased new by David Swetland from the iconic Frutiger Brothers' store, Wheels Unlimited, just south of Rochester, Minnesota. The Frutigers run a refreshingly 'old-fashioned' motorcycle shop, partnering Norton with Ducati to this day. This machine is essentially sound and complete, somewhat dusty from dry, albeit uncovered, storage, and is in need of a good detailing and general recommissioning. The original sales invoice and other documentation is included with a history file that remains with bike.

\$3,000 - 3,500

WITHOUT RESERVE





105

105

1972 KAWASAKI 125CC F6 TRAIL

Frame no. 23026

Engine no. F6E1707

“Come out ahead on a Kawasaki” so read the punch line on Kawasaki’s F6 Trail 1972 brochure. The F6 Trail was a state of the art ready-to-ride trail or enduro bike – the words trail and enduro were constantly mixed in all promotional material. It came with chain guard, spark arrestor, quiet (matte black) exhaust, adjustable front fork and 5-way rear shocks, ground clearance 9.5 inches, a kill button and tough appeal. “The F6 125 is an agile, fun machine you can take anywhere, proudly.” Further the 125cc air-cooled, rotary valve, two-stroke made 14.5bhp at 7,500rpm which with a five-speed gearbox and a dry weight of just a fraction over 230lb allowed the bike to reach just short of 70mph. This is a one owner, low mileage bike in what appears to be very reasonable, clean and unmodified condition. It has not run in several years having been in dry storage when the owner could no longer ride it.

\$1,500 - 1,750

WITHOUT RESERVE



106

106

1971 YAMAHA JT-1MX 58CC MINI ENDURO

Frame no. JT1-036759

Yamaha made itself a hefty reputation with its line of two-stroke enduro playbikes. The JT-1, or Mini Enduro, was an off-road model with production beginning in 1971. It was the first tiny two-wheeler that looked like a real motorcycle but in miniature with everything carefully scaled. The motor, quoted at 4.5bhp at 7,500rpm, was a 60cc, rotary valve two-stroke with Autolube, a four-speed gearbox, and USFS approved spark arrestor. The very basic suspension set up was just fine for a beginner. This bike was bought new by David Swetland and no doubt ridden by him over the years around his cabin and even as a pit bike. The bike – which appears to be complete and in reasonable condition - has rested unused in dry storage for 10 or more years. Mini Enduros are seldom found today unmolested and still with their factory paint.

\$800 - 1,200

WITHOUT RESERVE

Sold on a bill of sale.



107

107

1964 GILERA GIUBILEO 150

Frame no. *104*611*

As with many Italian brands, two wheels and four, racing gave Gilera its identity. Based in Arcore in northern Italy, Gilera first sprang to prominence in the late 1930s when its supercharged four-cylinders trounced BMW in Grand Prix racing and then snatched the world speed record away from the Germans. Throughout the early 1950s it was the racers that again grabbed the headlines, the marque’s fantastic multis taking five manufacturer’s titles and six individual GP championships in the hands of riders such as Geoff Duke, Libero Liberati and Umberto Masetti. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125 single that had appeared in prototype form in 1948. Developed and enlarged first to 150 and then 175cc, these simple ohv singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight. Still unmistakably Italian in shape and style, this 1964 Gilera Giubileo (in celebration of the company’s jubilee) 150 is a true ‘survivor’ bike, ready to be embraced for its authenticity, or restored back to its former glory.

\$4,000 - 5,000

WITHOUT RESERVE

108

1972 OSSA MICK ANDREWS REPLICA

Frame no. 343670

Engine no. 343670

Spain's OSSA factory had a relatively brief existence, in business from 1951 to 1984, but in that time produced memorable road bikes and outstandingly successful off-road models for motocross, enduro and trials. In a bid to top rivals Bultaco and Montesa in the feet-up world of observed trials, in 1967 OSSA hired English star rider Mick Andrews, then only 23 but already a proven winner. Andrews set about developing OSSA's existing trail bike into a competitive trials mount, a process that culminated in the Mick Andrews Replica, otherwise known as the MAR, which carried its creator to consecutive European Trials Championships in 1971 and '72. Andrews also won the prestigious Scottish Six Days Trial three years on the trot in 1970, '71 and '72. This 1972 production example, restored to museum quality with new paint and all the correct, hard-to-source parts, is a four-time concours class winner, showing 530 miles since restoration.

\$4,500 - 5,500

WITHOUT RESERVE



109

1988 BMW K75S

Frame no. WB105720XJ0151255

Engine no. 174045L4288740791

Quite a departure from BMW norm, the K-bikes. First came the K100 in 1985, powered by a liquid-cooled, fuel-injected four-cylinder laid on its side, a.k.a. 'The Flying Brick.' Next the K75 series, which lopped one cylinder off the K100 to arrive at a modern, sporting 740cc triple. Both were more than a little shocking to Beemer-types accustomed to the venerable opposed-twin 'Airhead' motors. With a frame-mounted half-fairing, the K75S, as seen here, was sportiest of the new 750s. Cycle World magazine liked the S-model's handling, noting, "The K75S makes light work of fast, sweeping corners...this is a bike that rewards smoothness in the twisties, so it's best – and on the K75S easy – to settle into a fast, silky rhythm on backroads." This Marrakesh Red K75S has covered less than 20,000 miles from new, has been fastidiously maintained to factory recommendations, and remains in stock trim with the exception of a Corbin black leather saddle stitched in color-matched red. The bike received major servicing from a BMW technician six months ago, at which time a fresh set of Dunlop tires was mounted and a new BMW battery was installed. The bike is equipped with factory luggage rack and saddlebag brackets, and all tools, books and manuals on hand will be included in the sale

\$5,000 - 6,000

WITHOUT RESERVE



110

1973 PANNONIA 250CC T5 WITH DUNA SIDECAR

Frame no. T573-22658

- *Wonderfully presented*
- *One of 77 Pannonia's known to exist*



Rarely seen in the West, the Hungarian-built Pannonia nonetheless sold in impressive numbers, with well over a million units emerging from the Budapest factory between 1954 and 1975. Founded in 1932, over the years the manufacturer changed names from Csepel (an island in the Danube just south of Budapest) to Pannonia (the name of the region) in a thoughtful attempt to support the factory's new export strategy. Whatever the brand name, the vast majority of these motorcycles were shipped behind the Iron Curtain – the Soviet Union is believed to have taken at least 30 percent of production, with Poland coming next in consumption. Motorcycle production ended in 1975 by order of the government so that the factory could concentrate on agricultural machinery instead.

Compared to other Soviet Bloc bikes, Pannonias were known for their riding comfort and reliability. Telescopic forks and a well-damped swingarm setup at the rear came early on, as did magneto ignition, apparently essential to starting the bike in Siberian winters. The T5 is a 250cc air-cooled, twin-port, two-stroke single with about 18bhp on tap, which demanded a featherweight sidecar weighing no more than 140lb. The answer was the Duna sidecar, with steel frame and aluminum body, conveniently manufactured nearby at a shipyard on the Danube. Complete with stylish rocket nose, the Duna may be the coolest ride this side of an amusement park!

Apparently the Pannonia was one tough motorcycle, although it's disappointing to learn how few may be left today. In October of 2007 only 77 Pannonia motorcycles were recorded in the Estonian Motor Vehicle Registration logs, for instance. This extremely rare Pannonia and Duna outfit is reported to be in good running condition and would likely make a wonderful summer ride for two, with plenty of room in the trunk for picnic essentials.

\$8,000 - 10,000



111

Ex-Travis Barker of Blink 182

2007 HONDA CBR1000RR CUSTOM

Frame no. JH2SC57007M300604

Engine no. SC57E-2302101



Customized sport (or super) bikes truly are a dime a dozen these days, but it's rare when one of them is connected personally to a global celebrity, and showcases that individual's motorcycling tastes.

Such is the case with this 2007 Honda CBR 1000 RR, which was built for Travis Barker, a wide-ranging musician who was also the drummer for the popular American pop/punk band Blink-182. Barker, who hails from Southern California, commissioned the CBR in order to promote his Riverside, California lifestyle brand and apparel company, Famous Stars and Straps, and had it pattered after his beloved metal-flake, lime-green 1966 Cadillac by Nick Anglada of Custom Sportbike Concepts. The CBR was customized primarily to celebrate the street bike stunting community, as Famous Stars and Straps supports several stunt riders. "[The sport] needs more attention," Barker told 2Wheel Tuner magazine, "The things these guys are doing on street bikes are amazing, and they deserve more recognition!"

The 2006 and 2007 CBR 1000 RR was the eighth CBR generation of Honda four-cylinder small and big bore sport bikes. By 2007 the 1000 red-lined 12,200rpm making something around 147bhp at 11,200rpm and 75.9lb-ft of torque at 8,700rpm. It was considered to be comparatively lightweight at 421lb dry. "The ergonomics were spot on." And it conquered the international race track and made street sales in equal measure. These big Hondas were considered magical with their 1000-horsepower in a 600-package becoming a target for the remaining three of the "big four" Japanese manufacturers the next year.

This beautiful, green metal-flake paint executed by Bang Customs, is everywhere, even on the CBR's engine cases, and the wheels are replicas of the Cragar "mags" on Barker's Caddy, and built by Urban Industries specifically for this bike. There's a ton of chrome, too, and while Barker's Caddy has very little of the "same stuff", you'd know immediately that both bike and car were siblings when you ever saw them parked next to each other.

Other special touches include the custom whitewall Pirelli Diablo tires, which were hand-painted by Anglada's painter and took five days of work to get right. Air suspension at both ends from Eye Candy Cycle Designs keeps the wheels in contact with the terra firma, while a one-off Tsukigi exhaust makes everything sound right. A CSC swingarm assembly (there were only three in existence at the time of the build) finishes off the back end, while Hotbodies Racing contributed the sexy tail section.

"I think it's a style I've never seen applied to a street bike," Barker told 2 Wheel Tuner. "New and fresh. We are going to enjoy this bike." So while there are many CBR 1000s on the road, you can be sure this one's a true one-of-a-kind ride.

\$16,000 - 20,000



112

112

1969 HONDA MINI TRAIL Z50

Honda's Mini Trail 50, the cute little 'monkey bike' that taught so many Americans how to ride starting in 1968, would go on to become one of the company's best sellers, with in excess of a half-million units sold. Prior to Honda joining the minibike market segment, available machines tended to be crude, lawnmower-engined affairs with marginal brakes and dubious handling. By comparison, the Mini Trail was a technological tour-de-force in miniature, featuring an overhead-cam engine, three-speed gearbox with semi-automatic clutch, cable-operated drum brakes front and rear, and working telescopic forks. This 1969-model K1 Mini Trail, with correct one-year-only battery and rectifier setup, is largely complete and has been the recipient of a 'running restoration' which includes a rebuilt engine and some repainting. More work would be required to bring the bike to concours condition, or simply have fun and ride it as-is.

\$1,500 - 2,000
WITHOUT RESERVE
 Offered on a bill of sale.



113

113

1978 HONDA MINI TRAIL

Frame no. Z50A-6621518

A staple in Honda's U.S. lineup from 1968 through 1999, the Z50 series of minibikes saw a series of improvements over the model run. Biggest change came in 1972 in answer to a problem caused by high-flying youngsters no doubt inspired by the motocross antics in the film *On Any Sunday*, as repeated landing from jumps tended to crack the bike's 'hard tail' rear frame section. A redesigned frame with dual rear shocks allowed wannabe Evel Knievel's decidedly happier landings. This low-miles 1978 Mini Trail in 'Tahitian Red' has the correct painted fenders for that year, and is complete save for a missing left-side plastic side cover.

\$1,000 - 1,500
WITHOUT RESERVE
 Offered on a bill of sale.



114

114

Fully restored early production 'Silver Tag' model

1969 HONDA TRAIL 70

After the Z50, next step up the Honda Mini ladder was the bigger, faster CT Trail 70 series, produced from 1969-82, then reintroduced in 1991-94. Easily recognizable by their pressed-steel 'T-bone' frame, the CTs were powered by a 72cc overhead-cam motor, making them street-legal in most states, while a three-speed auto-clutch transmission allowed even neophytes a quick learning curve. Writing fondly about his first motorcycle, a CT70, *Sport Rider* magazine writer Jeff Buchanan, explained the appeal of these beginner bikes, noting, "Honda roused the desires of an entire generation of young boys and girls with the introduction of the immensely popular Trail 70 and Mini Trail 50. Like so many of Honda's creations, these motorcycles touched a visceral nerve that defies explanation, speaking directly to the hearts and minds of countless youths, promising un-tethered adventure, uncomplicated joy, unmitigated thrills." This fully restored first-year example is further distinguished by being a so-called 'Silver Tag' model, the term referring to the reflectorized frame tag affixed to bikes from the first two months of CT70 production. After that timeframe the more familiar black VIN tags were used. Finished in Candy Sapphire Blue, the Trail 70 is equipped with a chrome-plated luggage rack, one of the era's most ubiquitous accessories, and has covered minimal miles since being added to the Carter Collection shortly after its restoration.

\$5,000 - 6,000

115

1970 HONDA CT70H TRAIL 70

Frame no. CT70H-134619

While the standard Honda Trail 70's auto clutch was a boon to beginners, for others the acquired skill of a manually shifting a motorcycle's gearbox while mastering a hand-operated clutch had its own appeal. For those riders, Honda introduced the H-model CT70, with a conventional four-speed, foot-shifted transmission and handlebar-mounted clutch lever. Produced for just three years, 1970-72, the CT70H is a much rarer model than the three-speed auto-clutch versions. The Candy Emerald Green example on offer here remains in stock condition, showing just 1,876 miles from new.

**\$1,500 - 2,000
WITHOUT RESERVE**



115

116

1971 HONDA SL70

Frame no. SL70-1056273

Engine no. SL70E-156201

The Honda Mini Trail 50 was a landmark machine in that it lifted the minibike beyond toy-like status, but the SL70 went even farther – with styling akin to the SL125, SL175 and SL350 in Honda's Motosport dual-purpose line, it was in effect a fully featured motorcycle that had simply been downsized, perfectly scaled in $\frac{3}{4}$ size. Gone was the auto-clutch as used on the 50s and CT70s; instead the SL was foot-shifted and hand-clutched, further accentuating the 'big bike' feel. The editors at *Cycle World* magazine immediately sensed there was something special about this new approach, that the SL70 wasn't just for kids, calling the bike, "An ideal beginner's mount, but its appeal is much broader than that... if this multi-age appeal is any indication, Honda has another marketing success on their hands." In production from 1971-76, as first the SL and then the XL70, these popular playbikes were used enthusiastically, often passed from one growing family member to the next, modified for racing and generally ridden 'into the ground.' It is indeed rare to find an example such as this SL from the Carter Collection, a first-year model, that is essentially complete and unmolested, right down to its signature black upswept muffler.

**\$3,000 - 4,000
WITHOUT RESERVE**



116

117

1973 INDIAN 50 MINI MINI

Frame no. 30032

Publisher Floyd Clymer, best known for running *Cycle* magazine from 1951-66, was also a wheeler-dealer intent of bringing defunct Indian Motorcycles back to life. Reportedly, Clymer sank a quarter-million dollars of his own money into the project, but sadly his stab at a restart died with him in 1970. Clymer's heirs then passed the Indian name onto Alan Newman, who established a surprisingly complete line of sub-125cc models before closing the operation in 1976. One of those neo-Indians was the Mini Mini, ballyhooed as the "Ultimate Christmas Present" in company ads claiming it was the world's smallest complete motorcycle. Built by Italjet in Italy using a 49.7cc Morini engine with centrifugal clutch, the Mini weighed all of 57lbs., had a 30.5in. wheelbase and a seat height of just 18in., while top speed could be parentally restricted to 10mph and training wheels were available as an option! This example, painted a non-stock blue, is one of the Carter Collection's assemblage of important minibikes, and while the piston is free in its bore we are advised that the Mini has not been started or ridden during current ownership.

**\$1,000 - 1,500
WITHOUT RESERVE**
Offered on a bill of sale.



117

118

1971 AJS 250CC STORMER SCRAMBLER

Frame no. 0700349/375
Engine no. A2502DCR3820

- *Never used*
- *Showroom new*



Although Villiers ceased to supply engines to independent manufacturers in 1966 it continued to build the Starmaker unit for use by AJS (of Wolverhampton), another member of the Norton-Villiers Group. The Starmaker and its derivatives were used to power a new generation of AJS-badged scramblers, which by 1970 had gained the "Stormer" name. Supported riders included Andy Robertson, Dick Clayton, Chris Horsfield, Jimmy Aird and Malcolm Davis, who in 1968 won the British 250 Championship on a Stormer prototype. Although closely based on the Starmaker, the Stormer engine unit used a different top end with increased finning and was available in 370 and 410cc capacities in addition to the original 250. A popular machine in historic scrambling's "twin-shock" classes, the Stormer still enjoys a spares backup from AJS Motorcycles of Andover, proprietor "Fluff" Brown having bought the project rights from the factory in 1974.

This Stormer has never been used at all, let alone with fury. It's brand new, not even shop soiled, having been housed in a motorcycle collection from day one. It might just be the only truly new Stormer on the planet posing the buyer with a conundrum – do I use it and enjoy the ride...or keep it new?

\$5,000 - 7,000
WITHOUT RESERVE
Offered on a bill of sale.

119

1955 ARIEL HS500 SCRAMBLER

Frame no. DUS121

Engine no. MH132

- Fully restored with correct period equipment



Mention Ariel, one of Britain's oldest motorcycle manufacturers, and the mind immediately goes to images of the iconic 1,000cc Square Four road burner. But Ariel's history is anchored by the single-cylinder Red Hunter, introduced in 1932. A quarter-century later, Ariel's greatest fame in competition came from an updated single, the HT trials mount ridden by that feet-up ace Sammy Miller. But the company's HS scrambles machine was a pretty formidable weapon in its own arena, too. Introduced in 1954, the built-by-BSA (Ariel was bought by them in 1951) HS model was powered by a handsome, all-alloy 500cc thumper running a 9.1:1 compression ratio, lumpy cam, heavy-duty valve springs, Lucas Racing magneto, and Amal TT carburetor, all the good bits for a traction-grabbing 33-34bhp. "Built to Go!" said the magazine ads, and many a surprised BSA Catalina Scrambler pilot could attest to that. Dispatching bumps was a new duplex frame with swinging-arm rear suspension, a definite step up from Ariel's previous plunger-frame setup. A curvaceous right-side exhaust, chrome-paneled gas tank and chrome-plated fenders added style and flair.

This HS 500 has been treated to a full restoration and presents well with all the correct equipment in place, including the stock center stand, Lucas Racing magneto and Amal TT carb.

\$15,000 - 18,000

Offered on a bill of sale.



120

1954 VINCENT 499CC SERIES C TOURING COMET

Frame no. F5AB/2A/10303

- Matching numbers
- A nice older restoration



Compared to the mighty Shadow and Rapide V-twins, the single-cylinder Comet 500 is sometimes jokingly referred to as 'half a Vincent,' when it was actually the single that came first. In fact, it was a random pairing up of two individual Comet cylinders that lead to creation of the famous Vincent V-twins. Company lore has it that two tracings of designer Phil Irving's 500cc single just happened to overlap each other on the drafting table to form a vee...and the rest is history.

The Series C Comet along with the 'economy' Meteor single were first sold in 1949. As related by the ever-erudite Clement Salvadori in a *Rider* magazine retrospective, the Comet was the Vincent one-lunger to have. "The good stuff went into the Comet, with the new Girdraulic fork being the most obvious improvement to this new series," he wrote. "This fork combined both girder and hydraulic design, and could be easily adjusted for sidecar use." And while certainly not up to Black Lightning velocities, the Comet was by no means slow. Salvadori again: "Dry weight was a modest 390lbs., and a well-running Comet could easily see 90mph on the Smiths 120mph speedometer. This was for the sporting rider, not the plodder. As one road-tester wrote in 1950, 'At larger throttle openings the exhaust note possessed a crisp, taut note that, in town, may have attracted some attention, but seemed to add to the enjoyment of the ride in the open country.'"

We're informed this matching-numbers bike, a nice older restoration, has had a more recent engine overhaul and that it is not yet fully broken-in. Guided by an old photograph of the original owner posing with the bike, a set of proper balanced touring fenders has been sourced; these will be included in the sale should the new owner at a later date want to change them out for the Birmabrite aluminum fenders currently in place.

\$28,000 - 32,000



121

C.1954 BSA 350CC GOLD STAR CLUBMAN ROAD RACER

Frame no. CB32.683

Engine no. B32.A.265

- *Wonderfully presented*
- *Rare hump seat from Feridax*



On Wednesday, June 30, 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the Gold Star that would give BSA's new super sports model its evocative name. The Gold Star did not, however, return to BSA's post-WW2 range until 1949. First displayed at the Earls Court Show in 1948, the B32 Goldie boasted the telescopic front fork first introduced on BSAs larger models for 1946 and came equipped with a new alloy cylinder barrel and cylinder head. For 1950, a 500cc version – the B34 – was added to the range and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the “BB” Gold Stars after the new swinging arm frame was introduced in 1953, changing to “CB” designation for 1954.

For many riders the 350 B32-engine is considered to be the finer of the two Gold Star engine capacities – livelier as in “zippier” than its big bore brother and thus sometimes just about as fast. This Goldie was expertly restored in the UK some 10 or more years ago into so-called Clubmans trim ready for its debut as a vintage race bike, or track bike should the rider have no desire for competition. That debut has yet to be made. Street necessities such as lighting, horn and speedometer were removed long ago “adding” lightness and single purpose as a result.

The yet to be broken-in engine – the engine, complete with alloy head and barrel, was built with Castrol R use in mind - comes equipped with a racing Lucas magneto, an Amal 1-1/4in racing GP carburetor with remote float bowl, and sweptback short racing open-megaphone exhaust. Period aluminum Converta plates secure the motor and TT gearbox in the frame. The large front BSA drum brake is drilled for cooling and laced into the front alloy 19inch rim from Morad Spain – the rear rim is from the same source – with double damped BSA forks installed up front with Girling rear shocks, and Dunlop TT100 tires (which, albeit unworn, would need to be replaced before riding this machine today). Behind the Clubmans “bikini” fairing is a Smith chronometric rev counter ahead of a rare period hump seat from Feridax.

After careful track preparation this gorgeous Clubmans Junior Goldie should be able to show its mettle in a race paddock – or art gallery - anywhere in the world, capable of running and showing at well above its pay range.

\$12,000 - 16,000
Sold on a Bill of sale.

1957 BMW 600CC R69

Frame no. 553052
 Engine no. 553052

- Complete restoration by TR Restoration
- 12 miles since restoration



BMW built a deserved reputation post-1936 for silky-smooth and refined touring motorcycles, when they completely redesigned their written-in-stone, flat-twin powerplant. The new engine and gearbox of the R5 model was visibly more “modern” and simpler in appearance, and employed chains within the timing chest, supplanting rather noisy straight-cut gears. The new range also had reasonable brakes, a new telescopic fork, and a lightweight, all-welded frame made from expensive oval tubing. Postwar, the model range was rapidly improved, and a new sporting BMW debuted. The R68 was the envy-machine of the world, unrivalled in its ability to reliably swallow miles quickly and comfortably.

A new range was introduced in 1955; most visibly changed was the use of “Earles” front forks. Invented in 1951 by Englishman Ernie Earles at his two-man Elms Metals workshop, Earles sought to “solve” a few problems of telescopic forks, notably the tendency to dive under braking and a lack of lateral stiffness when cornering hard. BMW made plain their faith in the Earles design, and standardized the fork on all models – the distinctive look of the swinging-arm front fork became the hallmark of 1955-69 BMW motorcycles.

The R69 was introduced in 1955, it was truly a ne plus ultra motorcycle; there was simply no other two-wheeler on the road which could compare. With an enclosed shaft drive, and exceptional casting and build quality, it was never questioned that the R69 (hot 600) would not only cruise comfortably down the freeway at 90mph, it would also stop more quickly, and at the end of the journey, not a drop of oil would be shed.

The mid-1950s was a difficult time for motorcycles, as cheap cars combined with a general increase in prosperity meant that two wheels were no longer needed for transportation. Thus sales figures of the R69 during its 5-year production are shockingly small; only 2,819 of BMW’s top-tier machine left the factory before the R69 was updated into the R69S in 1960.

The BMW R69 was one of the most expensive motorcycles available in 1955, but owners often needed to spend yet more on accessories! Thus, specialist suppliers with names like Hoske, Hella, Heinrich, and Meier offered spotlamp mirrors, large capacity tanks, fairings, and saddles. The factory itself offered a long list of extras, such as tachometers, saddlebags, and sidecars.

Little is known about this R69 before its complete ground-up restoration by TR Restoration of Pratt, Kansas. The results of 120 hours of labor and more dollars in NOS parts – and single coat paint and hand pinstriping - is simply awe inspiring. With only 12 miles on the odometer, this bike is worthy of detailed inspection for it is second to none. Ne plus ultra doesn’t even begin to describe it.

\$18,000 - 24,000
WITHOUT RESERVE

123

1964 BMW 500CC R50/2

Frame no. 636239

Engine no. 636239

- Complete restoration by TR Restoration
- Striking Granada red color combination



In the early 1950s, BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of (nominally) 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously but deployed this in all-new cycle parts, the most notable innovations being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering.

At the end of 1954, BMW dropped its existing trio of flat twins - the R51/3, R67/2 and R68 - replacing them with the R50 and R69. The engines were little altered, significant changes being concentrated on the frame and cycle parts, which now featured an Earles-type leading link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. Production finished in 1969 - in model year 1964 BMW built some 3,817 R50s.

This gorgeous red R50 is another jewel from TR Restoration of Pratt, Kansas. Once again very little is known of the bike's early life. What is known is that when found by Terry Richardson it was in dire straights. And once again it has been restored from the ground up - complete disassembly, that is - to near perfection. You may notice the red foot pegs - these were red when the bike was rescued, clearly the mysterious owner's preference. And so they have stayed put, red. Nearly 55 years later the R50 is still a stable, comfortable, quality ride. A joyous riding experience in the extreme.

\$14,000 - 18,000
WITHOUT RESERVE

124

1978 MOTO GUZZI 844CC LE MANS MK1

Frame no. 77013

Engine no. 77013

- *Bone stock and unrestored*
- *Definitive superbike of the 1970s*



An engine design that originated in the late 1940s, Moto Guzzi's venerable 90-degree v-twin – 2-valve, four-stroke, air cooled and shaft drive - is still around today powering the latest generation of superbikes from Mandello del Lario. The first motorcycle to use this remarkable engine, the 703cc V7, appeared in the late 1960s. Enlargement to 757cc soon followed but the first sports model, the V7 Sport, was of 748cc capacity. Hitherto an acquired taste enjoyed by a discerning minority, the big Guzzi suddenly began capturing the imagination of a wider public when the 850cc Le Mans burst on the scene in 1976. Described by Bike magazine as “the sleekest, horniest thing you’ve ever seen on two wheels”, the sensational Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. Without doubt the first series Le Mans is one of the definitive superbikes of the 1970s and today highly collectible.

With the 40th anniversary of the Le Mans' introduction fast approaching, there can be very few, if any, survivors that have had but a single owner like this example. It was owned from new by a now defunct Yamaha/Moto Guzzi dealer in Coffeyville, Kansas who never registered it but ran it for 3,000 odd miles. It is bone stock, never restored, and in remarkably original showroom condition. In 2010, having sat for years, it was bought by the seller who had the Guzzi dealer in Wichita (also now closed) change all fluids, install new tires, clean the brakes, lube the cables and generally make it ready for service again. It appears to be new...because it is (virtually) new. Even the seat is “soft” as it should be.

Never previously titled until now, the machine is offered with the original MSO. Few if any Le Mans 'MK1's' are like this one.

\$14,000 - 18,000

125

1973 MOTO GUZZI 750CC V7 SPORT

Frame no. 33172

Engine no. 33172

• Restored by Harpers Moto Guzzi
of Greenwood, Missouri



With the death of Giorgio Parodi in 1955, followed by that of Carlo Guzzi in 1964, great changes were afoot at Moto Guzzi. The company was bought by SEIMN and the production emphasis was directed more towards larger sporting machines rather than their previously notable lightweight machines. Designer Giulio Carcano introduced the 90° twin and it was this engine design (with pre-WW2 beginnings in a “military truck”), in 703cc form, which was fitted in the new V7 model introduced in 1967. In 1971, the 750 V7 Special was announced followed soon after by the V7 Sport, which was highly acclaimed and set Moto Guzzi on a firm financial footing prior to its integration within the De Tomaso group of companies. Together with its new frame, the V7 S, S for Sport, featured a 749cc engine to qualify for “Formula 750-class” racing, a 5-speed gearbox and large-diameter drum brakes, the front a double-sided, twin-leading-shoe unit. With 52 horsepower available at the rear wheel, the magnificent and well-styled V7 Sport was good for 120mph. Its military origins had dictated that the Guzzi v-twin should be both simple and easily maintained; indeed, accessibility was outstanding, while the shaft-drive transmission, another military requirement, provided virtually maintenance-free running.

The seller bought this V7 Sport from the late Barton Otti of Wichita, Kansas in sad shape. Harpers Moto Guzzi of Greenwood, Missouri was commissioned to restore it to its original spec. “perfection”. An invoice is on file for \$12,000 in labor, plus an additional close to \$4,000 was spent on replacement parts by the seller. In his words, “it’s a beauty.” It verges on now being “better than new.” Since restoration it has been properly stored in a climate controlled atmosphere ready to be fired up at almost a moment’s notice.

It is a magnificent matching numbers example of a black V7 Sport.

\$10,000 - 16,000
WITHOUT RESERVE

1964 BMW 600CC R60/2

Frame no. 626217

Engine no. 626217

• Restored by TR Restoration



When introduced in 1960, BMW's so-called 'Slash 2' range of flat-twins was marked by a fortified frame and a revised engine, the latter receiving a strengthened crankcase and crankshaft, hard-chromed piston rings, improved internal ventilation, new camshaft followers and a stronger clutch assembly. The 600cc R60's compression ratio went from 6.5:1 to 7.5:1, boosting peak horsepower to a useful 30bhp. As ever, BMW's shaft final drive and understressed mechanicals translated into a sophisticated, reliable ride for the long run, of course, while the Earles leading-link front suspension set their bikes apart from all other brands. Inherently strong, with minimal dive under braking, the fork was also adjustable for trail, much appreciated by the sidecar fraternity, still an important market segment for the German manufacturer.

This R60 was purchased new from the Bill Swanson Cycle Shop in Cambridge, Nebraska on July 9, 1964 by Kansas resident Melvyn Luft. After a few years of use, for some reason it was relegated to Mr. Luft's shed, where it sat deteriorating for 20 or more years, its last registration being in 1989. The bike's recent restoration was undertaken by Terry Richardson of TR Restoration in Pratt, Kansas – who knew both Luft and Swanson personally. The restoration of this shabby but thankfully completely original bike included dismantling it down to the last nut and bolt, then refurbishing or replacing every single piece as needed. The project consumed more than 120 hours in labor alone, and that's not including time spent tracking down NOS replacements for the parts too far gone to save, but the end result as seen here was supremely satisfying for all concerned.

The authentically applied single-stage paint and hand-brushed pinstriping are astonishingly good. Extras include tools, bar-end indicators, a headlight mirror, solo seat and a luggage rack. The recorded mileage is clearly prior to restoration.

**\$12,000 - 16,000
WITHOUT RESERVE**



127

1968 BMW 600CC R60/2 US

Frame no. 1815831

Engine no. 1815831

- Fully restored
- Multitude of new and NOS parts



At the end of 1954, BMW dropped its existing trio of flat twins - the R51/3, R67/2 and R68 - replacing them with the R50 and R69. The engines were little altered, significant changes being concentrated on the frame and cycle parts, which now featured an Earles-type leading link front fork and swinging-arm rear suspension. The R67/2, a lower-compression model much favored by sidecarists, was not replaced until the arrival for 1956 of the R60, which used a low-compression version of the R69 engine. The sidecar market remained an important one for BMW, and the new front fork's bottom link incorporated alternative mounting points giving suitable trail should a 'chair' be attached. In 1960 the flat-twins range was revised as the "/2" - although not all models were actually described that way, the R60 US not using the slash-2 suffix - most of the changes being inside the engine which received a strengthened crankcase and crankshaft, hard-chromed piston rings, improved internal ventilation, new cam followers and a stronger clutch assembly. The R60/2's compression ratio went up from 6.5:1 to 7.5:1, boosting peak power to 30PS (29.6bhp SAE). Towards the end of production, the telescopic front fork developed for the forthcoming "/5" range became available as an option on machines sold in the North American market, models so-equipped being designated "US".

The seller tells of finding this R60 US in a "sad state" - prior to his discovery nothing is known of this machine - and spending a small fortune to restore it to its superb condition today. He mentions 120 hours of labor to disassemble, clean, measure, assemble and manicure to near perfection.

The black paint is single stage and pinstripes hand brushed and those parts that should be plated, re-plated. And then there was the time taken to research and gather in the multitude of necessary new and NOS parts. The result, however, is stunning. Accurate, as in correct, and very nicely done at that. Add the bar-end turn signals, the solo Denfeld rubber seat and luggage rack and you clearly have an exhibition-quality machine that offers a proper riding experience as well. The recorded mileage is prior to restoration.

**\$12,000 - 16,000
WITHOUT RESERVE**



1932 HARLEY-DAVIDSON VL 'BOBBER'

Engine no. 32VL5613

- *Barn find bobber*
- *Linkert carburetor*



Rivals Indian had long ago demonstrated the efficacy and performance potential of the side valve engine and thus the "flat head" Harley-Davidson V and high-compression VL "Big Twin" was announced in July 1929 as a replacement for the inlet-over-exhaust "pocket valve" twins that had been in production since 1911. The twin headlamps, round toolbox and Klaxon horn were carried over from its immediate predecessor but nearly all of the rest of the bike was new. Harley's 1930 brochure described the new 74ci/1210cc machine as "standing head and shoulders above all comers, with such startling new features as a 20% more powerful motor with Ricardo removable heads, interchangeable wheels, bigger tires, drop-center rims, lower riding position, greater road clearance, automatic increase of generator output, drop forged forks, 100% stronger frame, theft proof lock, dual front drive chain, improved clutch, and many other features making the 1930 Big Twin the greatest motorcycle value ever offered."

Despite its maker's evident enthusiasm, the model V was far from an instant success. More massively built and heavier than its predecessor, the V lacked top-end power to such an extent that the first examples were recalled for an extensive engine re-design. A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the 74ci "flat head" went on to win the hearts of Harley enthusiasts everywhere. This new engine was cheaper to produce, and its relative affordability would prove to be an important factor during the Depression years of the early 1930s.

This VL has been bobbed. Post-WW2 seeking more speed riders would pull off unnecessary heavy accessories and thus through weight reduction achieve their goal. The resulting bikes were called "bobbers" and those left behind with stock bikes could here their rivals refer to them as "garbage wagons"! Very little is known of the history of the faded yellow, barn find, bobber. It was bobbed in period, a Linkert carburetor was added and a JD front fender replaced the original. After at least ten years in the barn "we added fuel and oil, primed the oiling system, kicked three times and she ran great," as reported by the seller. It continues to start well, shifts and runs strongly. The seller again, "beauty is in the eye of the beholder." We say beautiful, indeed.

\$14,000 - 18,000

129

1990 HONDA GB500 TOURIST TROPHY

Frame no. JH2PC1603LK100595

Engine no. PC16E-2100599

- *Stock configuration*
- *Air-cooled four-stroke single*



In its formative years as a motorcycle manufacturer Honda had always preferred twin-cylinder (and later multi-cylinder) engines for capacities above 250cc, single-cylinder engines being the norm for road models with a capacity of 125cc or less. With the increasing importance of the North American off-road market - where the single-cylinder engine reigned supreme - Honda and its Japanese rivals began to manufacture singles in capacities of 500cc and upwards, a state of affairs that led to the development of a succession of purely road-going derivatives. One of the most interesting of these was the XBR500 of 1985, the styling of which was unashamedly retro, and Honda took this concept a stage further almost immediately, launching the GB 500 TT the following year. A factory café racer, the GB 500 looked very British, boasting coachlined paintwork, clip-on handlebars, rear-set footrests, chromed headlamp shell, matching speedometer and rev counter, and alloy-rimmed, wire-spoked wheels. The dry-sumped, radial four-valve SOHC motor, based on the XL 600, featured electric starting and delivered its 42bhp via a 6-speed gearbox, while the entire ensemble weighed in at a little under 340lb. "It blends a touch of the past with the best of today's technology," declared Honda of a model that struck a chord with mature riders who hankered after the past but disliked the associated oil leaks, dodgy electrics and general unreliability. GB 500s were only imported in to the US for two years, 1989 and 1990, but sold slowly at first yet by the time the new inventory was finally sold, the model had reached cult status.

This GB 500 is a carefully used example, originally from the Mid-West, that needs nothing. It is still in showroom stock configuration without modification - without needing it! - except for the addition of a tiny aftermarket windshield attached to the top of the headlight, something that the new owner could easily remove if he or she so wished. It's hard to compute that this model is nearly 30 years old yet can still provide a thrilling ride experience that can only be delivered by an air-cooled four-stroke single.

**\$7,500 - 9,500
WITHOUT RESERVE**

LOTS 130 - 139
THE COLLECTION OF LAWRENCE "LARRY" E. KLEIN
GT MOTORS, LANSING, MICHIGAN



Larry Klein passed away on March 9, 2015 at the age of 71. Born to Lawrence R. and Elsie R. Klein in Lansing, Michigan, Larry enjoyed a lifelong passion for motorcycles (particularly of the Italian variety), literature (of every variety), and civil rights advocacy. He was widely respected as a Moto Guzzi expert, sharing his massive knowledge openly. In 1972, Larry opened GT Motors in Lansing, Michigan with Michael Gorman and Arlen Thrasher. In 1977 both had left the business, leaving Larry to run GT Motors as a solo venture, providing motorcycle repair and parts service. In recent years, Larry shifted his focus from motorcycle repair to motorcycle literature – setting up his van-tent at shows around the country - and he collaborated with several celebrated authors to publish new titles.

"I've visited Larry at his ramshackle shop many times. I'm going to miss having dinner with him at his favorite Vietnamese restaurant (it was Thai, LaMai's), his cannoli (from Roma Bakery, Lansing) at the Michigan Rally, his amazing ability to memorize part numbers for virtually any Guzzi, describing every problem to watch for when wrenching on my own bikes, having obscure parts when I needed them, and his great sense of humor. He lived his life his way and I admired him for it." *wildguzzi.com*



130
1953 NORTON 500CC MODEL 7 DOMINATOR
 Engine no. T2557

Conceived by Bert Hopwood the Model 7 incorporated several lessons learned from his involvement with other twin cylinder designs; i.e. with BSA at Small Heath, and Triumph at Meriden. Hopwood's Norton twin reputedly ran cooler than its 500cc rivals and, while unable to match the higher rpm of Edward Turner's Tiger 100, Dominators in general definitely "churned more power low-down", together with quite reasonable handling. The new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. The Model 7's first major revision arrived late in 1953 in the form of a new swinging-arm frame. The model was dropped at the end of 1955 but the same basic cycle parts were used for a 600cc successor, the Model 77, while the 500cc engine continued in the Featherbed-framed Dominator. This example of an ES2 plunger-frame model, rare because it was made for little more than one year, is in most reasonable condition appearing to be complete, mostly original, and ready for necessary re-commissioning. Ground up restoration, of course, remains an option perhaps although it is hardly warranted. This bike's history is unknown, at least before it came into Larry Klein's possession many years ago and was immediately put into dry storage.

\$7,000 - 10,000
WITHOUT RESERVE



1974 DUCATI 750 SS• *Green frame example*

Frame no. 075358

Engine no. 075022



It was Paul Smart's famous victory at the Imola 200 in April of 1972 that really put Ducati's new bevel drive v-twin on the map. And when the definitive production version, the 750 SS, appeared in 1973 it differed little in overall concept from the '72 Imola bikes. The big Imola fuel tank and humped racing seat were both featured on the road machine, which wore a half rather than the racer's full fairing.

Motociclismo "To say that the Super Sport 750 was one of the most beautiful sport bikes ever to be made is no exaggeration; it may be considered among the most significant motorcycles of all times." Today the so-called "green frame" 750 SS is regarded as a true landmark model and is one of the most sought-after of all Ducatis.

In a letter sent to the late Phil Schilling, founder and then keeper of The Ducati 750 SS Register, dated October 11, 1989 Larry Klein wrote, "The poop on mine is as follows, engine # 075022, original purchaser was one Jack Coleman of Clarkston, Michigan, who purchased it in 1975 from Blackie's in Detroit. As I recall, Blackie (Ron Pepper) obtained from a dealer in Ohio. # 22 had about 30,000km on it when I bought it from Cole in September 1980, all street miles. Cole, a senior engineer with GM Truck and Coach had his own ideas about how things should be and used to getting his way but had only three tools in his tool box. The third was a coping saw with which he notched the instrument panel to accommodate the master cylinder when the clip-ons were adjusted to the position which best suited his lanky frame. He painted the bike red from a rattle can. Or more accurately, cans, since there are three different shades of red. (Some day I'll make it a virgin again.)

I ride it on special occasions and in the winter (Michigan, remember?) it resides in my living room where the TV used to be. Other than the notch and the color, it is quite complete and original except for the spokes (stainless from Buchanan's) which I replaced several years ago when I redid the wheels. Have re-placed the front Scarab master cylinder with a period Brembo for the usual reasons. Thankfully, the rear is Lockheed."

In Larry Klein's GT Motors' buy-and-sell hard cover ledger – known as The Police Book – this 750 SS entry under remarks says, "c/w Lucas Rita ignition installed, Imola cams, spare ex valve, OE ignition parts". The parts cannot be found and it is most likely, but not confirmed, that the Lucas Rita ignition and Imola cams are still installed on the bike.

Larry stopped riding it in the 1990s and so has sat inside ever since. At some stage the speedometer and the left side muffler disappeared. The previously mentioned letter and a scan of the ledger entry are the only documents to accompany the bike.

The purchase of this glorious "green frame" is a unique opportunity: as either a ground-up restoration to bring it back to factory spec or to leave it as a "red frame" – as described – and more simply fettle it back to life just as Jack Coleman and Larry Klein left it after many years of enjoyment.

**\$65,000 - 85,000
WITHOUT RESERVE**

1973 DUCATI 750CC SPORT

Frame no. 753768

Engine no. 753768

- Hidden away for many years
- For careful re-commissioning



Designed by the legendary Fabio Tagliani, Ducati's first road-going bevel-drive v-twin - the 750 GT - arrived in 1971. Lacking the resources of larger Far Eastern rivals, Ducati had made the most of what it already possessed to create one of the all-time great post-war motorcycles. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase (which in essence it was) though the use of coil valve springs represented a departure from Ducati's traditional hairpins. The 90-degree layout made for exceptional smoothness but a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducati vees notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972.

Smart's bike was based on the 750 GT tourer introduced that year, as was the 750 Sport. The latter was an altogether more exciting looking beast than the GT and backed up its stunning appearance with improved performance courtesy of a maximum power hike from 50 to 56bhp. Built only until the end of 1974, the Sport underwent minor changes to its frame, front fork and disc brake but otherwise changed little, and was only ever sold in the classic yellow with black livery. If the GT was Ducati's all-around, thoroughly competent 750cc v-twin roadster, then the Sport was its ne'er-do-well boy-racer brother. Same basic bevel-drive, spring-valve motor, totally different attitude. The Sport got a narrow, racy bread-loaf gas tank and bum-stop seat patterned after Imola racers, both finished in a blaring yellow-orange. Clip-on handlebars and rearset footpegs tilted the rider forward, all the better to get "under the paint" for top-speed blasts, around-town comfort not a concern. Engine side covers and fork leg lowers were blacked out.

Power was bumped by a useful 5bhp, thanks to larger 32mm carbs and higher-compression pistons. Café-racing was just catching on in the U.S. for the first time and the bike gained an instant following, among them the editors at *The Wonderful World of Cafe Racers*, obviously enraptured with the Sport's considerable cornering prowess. "The motorcycle's handling is so stable that ineptitude becomes mere mediocrity, mediocrity in turn graduates to competence and competence blossoms into sheer corner-swooping finesse," they wrote.

This lovely example has been "hidden away" for many, many years as part of the late Larry Klein's collection stored in the GT Motors bookshop office in Lansing, Michigan. Very little is known about it - there's no history or registration file left - although it appears to be complete, although lacking tank decals, and in very clean, substantially "correct" condition. It was stored inside and in a climate controlled room. Its mileage is thought to be accurate but it does have 1974-spec. handle bars and the tail light is thought to be from a 450 Scrambler. No one is certain whether it has been restored or not; however, it shows no wear beyond that reflected by its mileage. Further with careful re-commissioning - likely not extensive - it should start and run strongly. What is clear, though, is that it is a true example of this increasingly hard-to-find icon.

\$35,000 - 45,000
WITHOUT RESERVE

133

1978 DUCATI 900 SS

Frame no. 087313

Engine no. 087645

• *Believed original, unmodified, low mileage example*



Ducati's second-generation v-twin engine - the 900cc "square case" (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year was used to power the new 900 SS superbike. The latter was styled like the 750 SS developed from Paul Smart's Imola winner, and like its smaller sibling uses desmodromic valve gear. The 900 SS's competition heritage was obvious on the road: "While other flash Italian bikes are basically roadsters dressed up and pretending to be racers, this is the real thing. Like the tamer valve spring version of the engine in the 900 GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor," declared *Bike* magazine. The 900 SS's competition heritage was surely obvious on the road.

The motor was more than just a simple over-bore, the square case incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gear change was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. Breathing through gaping 40mm Dell'Orto carburetors, the 900 SS engine produced 70bhp, an output good enough for a top speed of 135mph. Engine design improvements pioneered on the Darmah model were incorporated for 1978 together with a left-side gear change, while Speedline alloy wheels were adopted part way through the year.

This superb example of a 900 SS is believed to be an original, unmodified low mileage example that has had a soft existence. It has been in dry, climate controlled storage for many years and thus would take very little refurbishment to fire it into action again, perhaps even as little as the normal safety checks to include new tires, fresh oil and filter, and fuel system overhaul.

There is no documentation with this lovely machine except for a scan of a page in the GT Motors' hard cover "Police Book", the dealer's buying and selling ledger. Dated 29 January, 1979 the entry says that this bike was bought from Flint Indian Sales of 923 North Saginaw Street, Flint, Michigan 48503. It is thus likely, given that there is no record of any further outgoing sale by GT Motors, or subsequent re-purchase, of this bike that it can be described as "one owner from new" and that owner is Larry Klein. Thus its sale now is a never to be repeated opportunity.

Note: On the cover of the bevel gear at the top of the bevel tower there is the following engraving: GT Motors, Lansing, Michigan, OVERALL WINNER, 24 Hours of Nelson Ledges, July 1977. Clearly this engraving is to celebrate the team's victory and not to indicate that this 900 SS was the winning machine.

**\$27,000 - 32,000
WITHOUT RESERVE**

1964 MOTO GUZZI 498CC FALCONE TURISMO

Frame no. 3114
 Engine no. F95CL

- *An excellent example of a rare, iconic machine*
- *For re-commissioning*



Moto Guzzi re-commenced production post-WW2 with a range of up-dated pre-war designs, the 500cc touring GTV and sportier GTW soon gaining telescopic front forks and hydraulic rear suspension before being replaced for 1949 by the Astore. The latter incorporated several features pioneered on the hugely successful 250cc Airone, principally an aluminum-alloy cylinder barrel and cylinder head and enclosed valve gear, remaining in production until 1953. By then the ultimate expression of Guzzi's classic, vintage-style single had arrived: the legendary Falcone. Introduced in 1950, it took over as Guzzi's top sports bike, its tuneable engine being closely related to that of the Dondolino racer. Offered in Sport, Turismo and military/police specifications, the Falcone outlived all its fellows, the Turismo until 1967.

The Falcone embodies all Guzzi's experience in racing and long-distance endurance events, making this machine a very comfortable and stable ride, with a seemingly tireless engine producing almost no vibration at all. In its day it was the pride of the Italian motorcycle industry, reviled at its death as "our beautiful falcon". Revived in response to popular demand, it was succeeded by the all-new Falcone Nuovo in 1971.

The first machines had a chrome-plated fuel tank and aluminum rims as standard. Later machines had black paint instead of the chrome on the tank. All shared the traditional Guzzi air-cooled, horizontal engine dimension of 88x82mm bore/stroke for 498.4cc and 23bhp at 4,500rpm with its distinctive outside flywheel, plus a full cradle tube frame and 4-speed foot-shift gearbox. Add a telescopic fork, swinging arm with spring under the engine and two friction dampers and you have it.

Perhaps, surprisingly, given its excellent condition, very little is known about this delightful Falcone. It appears to be in excellent, running condition after dry storage for the past few years – it is not known if it was ever restored – and thus it will require a certain amount of re-commissioning. It does not currently have an original carburetor installed and the handlebar clamps may have been replaced, otherwise, it is thought to be to original specification. Its first owner is thought to be one C.L. Lundy, a Michigan resident. The date it was obtained by Larry Klein is not known. What is very clear is that it is an excellent example of a rare, iconic machine.

**\$25,000 - 30,000
 WITHOUT RESERVE**

135

1970 INDIAN VELOCETTE VENOM 500

• *Matching numbers*

Frame no. VM6953

Engine no. VM6953C



The Indian company had kept itself afloat after the demise of its traditional v-twin Chief - and the ill-fated parallel-twin models - in 1953 by distributing first Matchless and then Royal Enfield motorcycles in the USA, the Enfields alone being badged as Indians. When the Royal Enfield deal ended, the firm went back to distributing Matchless, whose parent company Associated Motor Cycles (AMC) had bought the rights to the Indian name in 1960. The Berliner Corporation took over AMC distribution in the USA in 1963 and the once-great name of Indian vanished. Fast forward a few years and we find Floyd Clymer, publisher of Cycle magazine and an ex-Indian dealer, attempting to revive it - the Indian name that is - in collaboration with Friedl Munch in Germany. Plans to introduce a Munch-framed Sport Scout came to nothing, but under Clymer's auspices the Indian name did appear on several other (mainly with Royal Enfield engines) prototypes, a range of two-stroke mini-bikes and the model for which his association with the Springfield marque is best remembered: the Indian Velo.

Clymer updated the Velocette 500 single using a lightweight chassis built by Leopoldo Tartarini's Italjet Moto Srl company of Castel San Pietro Terme near Bologna, and Italian cycle parts. The completed bike weighed 45lb less than the "real" Venom. Launched in 1969, Clymer's hybrid used the 499cc Venom (VM) engine in both stock and hi-po Thruxton (VMT) configurations, yet although the model was undeniably stylish, it arrived too late to save either Indian or Velocette, and when Clymer died in 1970 the project died with him. Estimates of the number of Indian Velos produced range from 100 to 250.

This light blue, matching numbers Indian Velo is one from a batch of 24 Velocette engines invoiced on December 30, 1968, the complete bikes would have reached the USA mid the following year. Its history is unknown from that point on. It fortunately retains all its components - Marzocchi forks, Grimeca brakes (twin-leading shoe at the front) and Borrani alloy rims - and is in good, clean condition after some years of dry storage. With a little TLC there is no reason to suppose that it will not start and run again with some vigor.

\$12,000 - 16,000
WITHOUT RESERVE



136

**1971 NORTON 750CC COMMANDO
PRODUCTION RACER REPLICA**

Engine no. 145155

Designed by engineers Bernard Hooper and Bob Twigg, supervised by Norton Villiers' Director of Engineering, Dr. Stefan Bauer, the Commando's vibration-beating Isolastic frame enabled the company successfully to prolong the life of its ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News "Machine of the Year" for five consecutive years. The Production Racer was hand-assembled at Norton race manager Peter Inchley's famous Long Shop, a hangar at the old Thrupton air base. A homologation special built to qualify for various 750cc road racing series, the street-legal "Proddy Racer" was that fastest/quickest Commando made, capable of 130mph as delivered. While records are a little sketchy, it is believed that fewer than 200 Production Racers were made, perhaps as few as 120. This example is not a factory Production Racer but is a replica based on a street Commando modified mostly with both genuine PR parts. Unfortunately, there is no history file for this bike. This clearly demands that a potential buyer closely scrutinize the bike to satisfy themselves as to its build accuracy and quality. On looks alone, it plays the part.

**\$8,000 - 10,000
WITHOUT RESERVE**



137

1970 VELOCETTE 500CC VENOM THRUPTON

Frame no. RS20149

Engine no. VMT1175C

It's been called the last of the great British singles, outlasting the BSA Gold Star and Manx Norton by almost a decade. The Thruptons immediate predecessor, the Venom, had already made a good name for itself in performance circles. In 1961 a works-supported team of riders set the world 24-hour speed record, and in '64 another Venom took a class win at the Thrupton 500-mile endurance race, crown jewel of England's popular and hotly contested "production" road racing series. That victory gave Velocette a great excuse to hot-rod the Venom and make the resulting 1965 Thrupton an even better race bike. Working through a close-ratio gearbox, the Thrupton put out 40bhp, about 5 more than a Venom. In '67 a pair of Thruptons finished 1-2 in the inaugural running of the Production TT at the Isle of Man. Production ceased after approximately 1,100 Thruptons were made. Factory data says that this genuine Thrupton came straight from the factory to David Mccready's multiline dealership in Altoona, Pennsylvania at the end of June 1970. He was Velocette's national distributor at that time. The bike's story from Altoona to Lansing, Michigan, where it has been in dry storage for many years, is unknown. The bike remains very close to original specification but will require easy re-commissioning. The China blue frame and silver tank, the fishtail muffler and the hump seat have survived well. The original Amal 1-3/8in GP carburetor has been replaced, however, by an Amal Concentric. Here is a truly excellent opportunity to obtain a rare Thrupton with the choice of starting a full restoration or simply a refurbishment that lets the existing patina shine through.

**\$16,000 - 20,000
WITHOUT RESERVE**



138

C.1956 AJ'S MODEL 30 600CC TWIN

Engine no. 57/30 04487

Introduced for the 1956 model year, Associated Motorcycles' (AMC) AJS Model 30 (and its sister Matchless G11) boasted an engine of 592cc, which went into the newly introduced cycle parts shared with the AMC four-stroke heavyweight singles range. Along with the new frame came a restyled oil tank and toolbox, full-width front brake and a longer seat, while the excellent AMC gearbox - also fitted to Nortons, including the Manx - was phased in during the year. Demand for a faster bike had come from the USA. When reviewing the AMC range for 1957, The Motor Cycle said, "Tourists, racing men, trials riders and scramblers can all find models to whet their appetite in the AJS and Matchless ranges, which are, of course, basically similar. All models have pivoted-fork rear springing, and telescopic front forks. The roadsters - comprising single of 347 and 498cc and parallel twins of 498 and 592cc - are renowned for their comfort, high quality finish and mechanical quietness." This Mediterranean blue example's is a "survivor". The paint and decals are original as is the rest of it, even down to the safety wiring under the tank - installed in Plumstead! This Model 30 has been dry stored for several years - Larry Klein owned it twice in his life, the bike originally sold by dealer Gene Blosssey of Lansing, Michigan. Mike Gorman, the "G" of GT Motors had owned before selling it to Larry a few years ago. Gorman says "With some clean gas, I'd bet it's a two kick starter even after all these years." Ready to be cleaned and re-commissioned, new tires installed, it's a unique opportunity to reach back the 1950s.

\$6,000 - 8,000

WITHOUT RESERVE



139

1967 MOTO GUZZI 700CC V7

Frame no. 1321

Engine no. 1429

This V7 is an exemplary example of the re-born Moto Guzzi - now the oldest European manufacturer in continuous production - using the original design. The 45bhp pushrod, 90-degree, air-cooled 700cc v-twin has a longitudinal crankshaft with a 4-speed transmission and shaft drive to the rear wheel. Its transverse cylinder heads stick into the air flow with a "presence" and the fuel tank sits in the vee in a commanding style. It is perhaps all the more surprising that the V7 was ever launched, let alone would become a long-term sales success, for in February 1967 SEIMM, a state controlled receiver, took over the company. The rest is history for that same engine and transmission package concept is still being produced some 60 years later. The V7 700 is a magnificent commuter and touring bike. Calm, comfortable and capable were the watchwords, saying nothing about how handsome it is. This first year V7 has been in dry storage since 1980. It was purchased by Lansing's GT Motors on August 22 that year from a Carl R. Lorraine of Detroit, Michigan; no mileage was mentioned in the purchase agreement but it is reasonable to believe it was the current mileage of 9,188 because the document also mentions that the bike was in need of repair and restoration. It has not run since. What repair was needed is not recorded. Clearly it needs extensive cleaning and analysis but it appears otherwise to be substantially complete and to its original specification. It is an outstanding opportunity for someone who understands how excellent these original, big "soft" Guzzis really are.

\$9,000 - 12,000

WITHOUT RESERVE



Further properties

140

1949 VESPA FARO BASSO BACCHETTA

Frame no. V11 T 38354

Engine no. V11 T 38354

- *Period correct restoration*



Like denim blue jeans, Vespa motorscooters started out as ordinary workaday items and became a youth culture style icon. One of the most prolific motor vehicles ever, with millions produced since 1947, the Vespa was first used as family transport in its native Italy, but by the 1960s had been conscripted, along with the Lambretta, as the preferred mode of transport for style-conscious Mods, forerunners of today's hipsters. Avant-garde artist Salvador Dali even hand-painted a Vespa, and you can't get much more hip than that.

At the time, though, those first Vespas were just hard-working urban runabouts and got ridden, literally and figuratively, until the wheels fell off. As a result, surviving examples of early models are few, especially in the U.S., which didn't officially import Vespas until 1955.

This Vespa is from 1949, a 'Faro Basso' or low light model – referring to placement of the headlamp on the front fender – a desirable design detail for collectors of these scooters. Further setting this bike apart, it is also called 'Bacchetta' or rod, for the rod-operated gearchange that runs from the left three-speed twistgrip to the engine. This multi-piece shift linkage was a difficult design problem: How to move the rods in different planes, while still allowing the handlebar to turn? The solution was elegant and ingenious, but very expensive to manufacture, comprising many parts. Later bikes would utilize a much simpler cable system, which lacks the mechanical charm of these Bacchetta models.

To many observers' eyes, the early bodywork on these scooters is the most beautiful expression of the classic Vespa form, with the ridge on the center cowl really emphasizing the curves in the sheetmetal. The cutaway motor cowling is also very attractive, and typical of the first scooters.

This Faro Basso Bacchetta was restored to be as faithful to original specification as possible. Early Vespas did not yet have shocks on the front fork, but this scooter is equipped with an accessory friction damper, period correct and a useful upgrade that improves ride and handling. Mechanically, the engine and transmission have been gone through completely and the 125 runs as it should – which is to say period modest, but always fun.

\$18,000 - 22,000

141

1967 LAMBRETTA SX200

Frame no. SX200838678

- *Believed to be low mileage example*
- *Imported from a private Italian collection*



Manufactured by the Italian industrial giant Innocenti, the Lambretta motorscooter, together with the rival Piaggio-built Vespa, mobilized an entire generation of Italians in the immediate postwar years. The scooter gained instant acceptance everywhere, its cleanliness and convenience appealing to those who regarded the motorcycle with suspicion. Scooters would eventually surpass their strictly utilitarian origins to become an integral part of youth culture in the 1960s, favorite transport of London's fashion-conscious 'Modernists,' or Mods. The scooter's enclosed engine and decent weather protection meant that its rider could arrive at a club, doff his parka and look like he'd just stepped out of a taxi, which was a definite advantage within a dandified subculture that placed a premium on smartness of appearance.

Introduced in 1947, the first 'naked' Lambrettas had no bodywork to speak of; it wouldn't be until 1950 that a rear cowl, floorboards and front legshields appeared. By the 1960s, the familiar rounded, all-enclosing bodywork was in place, there being very little stylistic difference between Lambretta and Vespa at the time. That changed in 1966 with the arrival of the 200cc SX series and its more-angular 'Slimline' styling, embodying what many enthusiasts regard as the definitive Lambretta look. Its 70mph top speed and fitment of a front disc brake meant the SX200 was fully highway worthy.

This first-year SX was discovered in a private collection in Italy. An older restoration taken to largely original spec, it was in very good overall cosmetic condition and excellent mechanical shape. Imported to the U.S., it is now titled and registered in California. The seat cover has been replaced with a correct new cover, and paintwork was retouched in places. Mechanically, the entire scooter has been gone through by Lambretta experts in San Francisco with items repaired or replaced as necessary. Trouble-free electronic ignition has been installed, but otherwise the SX is stock. It starts, runs and rides as it should, showing 31,000km (about 19,000mi.) on the odometer, believed to be correct.

\$12,000 - 15,000

**THE FOLLOWING 15 LOTS ARE OFFERED FROM
THE SILVERMAN MUSEUM RACING COLLECTION**

142

1958 DUCATI 125 GP BIALBERO

Frame no. 526

Engine no. 502

- *Rare early Ducati competition motorcycle*
- *Purchased in Italy*
- *Restored condition*



Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1955 and soon proved unbeatable in its class. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's next racer, the '125'. A landmark design in the history of motorcycle engineering, the newcomer debuted Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs, the valves being closed by a third set of cams, an arrangement that spawned the sobriquet 'trialbero' (literally: three shafts). Positive valve closure was not a new idea, but Taglioni was the first to make it work on a motorcycle engine, and Ducati remains the only manufacturer to have offered this innovation for public sale. The new 125 racer debuted in the Swedish Grand Prix at Hedemora in July 1956 when, with factory rider Degli Antoni aboard, it lapped the entire field, romping away to a fairytale victory.

Immediately prior to the desmo's arrival, the new 125 racer had appeared fitted with two camshafts and conventional hairpin valve springs, and in this 'bialbero' (two shafts) form was later sold to customers. The 125cc bialbero made its official debut on 25th February 1956 and was almost identical to the Gran Sport apart from the cylinder head. With a maximum of 17bhp available at 12,000rpm, the 125 bialbero weighed 90kg (198lb) and had a top speed of around 175km/h (109mph).

While the factory only campaigned the bialbero in a limited fashion, they were supplied to privateers and saw considerable development up until 1959. The young Mike Hailwood won many races on a Ducati bialbero in the late 1950s, and national championships were won in the 125cc class from Sweden to Brazil.

This rare Ducati bialbero was bought, un-restored, at the Mostra Scambio 'swap meet' in Reggio Emilia, Italy within the last 10-12 years. Presented now in restored condition, it is offered with a Federazione Motociclistica Italiana (FMI) certificate.

\$100,000 - 130,000



143

The ex-Steve McQueen

1912 HARLEY-DAVIDSON X8E BIG TWIN

Engine no. 7691B

- Landmark 'Big Twin' model
- Rare first-year example
- Matching engine and cylinder numbers





The year 1912 saw the introduction of Harley-Davidson's first all-chain drive model, which also featured a clutch, skirted fenders, and a 1,000cc engine with mechanical valves. Harley's 'full floeing' (sic) seat featured a spring in the frame's rear downtube. Harley was slowly modernizing, although another three years would pass before it offered a three-speed gearbox. Harley offered a single- and twin-cylinder models in 1912, with belt or chain drive, and magneto ignition. The X8E was Harley's top of the range model, and at \$310 cost \$10 more than the standard 6.5hp twin. 1912 Harley 8hp twins are rare, as the engine capacity was only increased from 49ci to 60ci mid year, making it a more powerful and desirable machine, and the first 'Big Twin'.

This matching-numbers 1912 Harley-Davidson retains its original cylinders (with perfect fins) and matching engine/cylinder barrel stampings, and a one-year-only crankcase breather/primary chain lubricator. It was purchased by the immediately preceding owner at the 1984 Steve McQueen estate auction at the Imperial Palace hotel in Las Vegas (Lot 525), and comes with a certificate of authenticity signed by Terry and Chad McQueen. It is believed that Steve rode this Harley in at least one Pre-1916 event. The distinctive paint scheme, with one tank

bearing its original paint, is the subject of discussion; did Steve McQueen and his buddy Von Dutch rattle-can paint the bike red after a late-night drinking session, as some claim? Given McQueen's love and knowledge of early American motorcycles, this must be open to question; but then again, both men had an eccentric sense of humour, and were known to pull stunts under the influence of whisky (or worse).

This ex-Steve McQueen 1912 Harley-Davidson X8E is in running condition, and it appears that the original factory paint survives under that distinctive red finish. It should be noted that after Steve McQueen's ownership, the wheel rims were upgraded to make the machine safe to ride, and a headlamp added for Vintage rallies. The current owner purchased this ex-McQueen Harley at Bonhams' Las Vegas Sale in January 2015 (Lot 171) and has had it running. Offered on a Bill of Sale.

\$100,000 - 120,000

2008 DUCATI 990CC DESMOSEDICI RR

Frame no. ZDM1ZDFW988000449

Engine no. ZDF8000577

- Limited edition Grand Prix replica
- One of only 1,500 made
- One owner
- Circa 500 miles from new



'As a road bike, the Desmosedici has the potential to genuinely validate the term race replica.' – *Bike* magazine.

It is surely ever true enthusiast's dream to own a genuine Grand Prix motorcycle, though in reality one achievable by only a tiny handful of the most wealthy and well connected cognoscenti. Until the arrival of the Ducati Desmosedici RR, that is. OK, it did cost around £40,000, but all you needed to do was re-mortgage the house... It helped if you already owned a Ducati 999R superbike, their owners being given priority by the factory when ordering.

It could be argued that, being road legal, the Desmosedici RR was not quite the real deal, but that did not stop the 1,500 machines planned selling like the proverbial 'hot cakes'.

At the Misano circuit in 2004, Ducati had astonished the motorcycling world by announcing that it intended to offer for public sale a low-volume, road-legal replica of its MotoGP racer. Two years later, in June 2006, Ducati unveiled the production version at the Mugello Grand Prix weekend. The Desmosedici RR was based on the 2006 Ducati GP6, raced that season by works riders Loris Capirossi, Sete Gibernau and, in a season-concluding one-off, Troy Bayliss, who secured his one and only Grand Prix victory in the last race of the 990cc era at Valencia.

Ducati cut remarkably few corners in creating its racer-on-the-road Grand Prix replica, which used basically the same 90-degree V4 engine as the GP6. As delivered, the Desmosedici RR came with a catalytic converter, was Euro 3 compliant, and had a maximum of 188bhp on tap, though when the supplied race pipe was fitted this climbed to 200bhp. The RR's engine was carried in a truncated trellis frame, just like the GP6's, with the aluminum swingarm pivoting directly in the crankcase and the seat formed by a structural carbon-fiber sub-frame – a 'first' for a road bike.

There was Öhlins suspension at both ends, offering a mind-boggling range of adjustability, with brakes supplied by Brembo, at the front featuring radial monoblock callipers. The wheels were lightweight magnesium Marchesinis, manufactured by the forging process – another road bike 'first'. Carbon fiber was used for the bodywork while the fuel tank was aluminum, the result of all this weight saving enabling the Desmosedici RR to tip the scales at only 171kg (376lb).

In 2006, at Mugello, the motorcycling press at last got its hands on the production Desmosedici. *Bike's* Mike Armitage was suitably overwhelmed: 'Driving urgently and cleanly from low revs to the 14,200rpm limit, the snarling V4 is a masterpiece of internal combustion, delivering warp-drive, vision-blurring pace through gear ratios closer than any other road bike I can think of. It shoots the digital tacho round the clocks in a quick-fire frenzy, building revs with unrivalled velocity, picking up the front wheel in third gear, and blurring the edges of your vision. It's dominating, intoxicating, beautiful.'

Number '449' though, the machine offered here, has covered some 500 miles and has been fully serviced with all recall work done. It is fitted with the GP-type racing exhaust system, and has 17" Marchesini wheels front and rear for greater tyre choice (the stock rear is 16"). Offered with a Certificate of Title.

\$40,000 - 50,000

145

1973 DUCATI 750 SPORT

Frame no. DM750S753809

Engine no. 753324 DM750

- *Iconic Ducati twin-cylinder 'café racer'*
- *One of only 1,625 made*
- *Totally rebuilt by Jeff Nash*



Designed by the legendary Fabio Taglioni, Ducati's first road-going v-twin - the 750 GT - arrived in 1971. Lacking the resources of larger rivals from Japan, Ducati made the most of what it already possessed to create one of the all-time great motorcycles of the post-war era. A 90-degree vee, the engine looked like two of the Bologna firm's bevel-drive overhead-cam singles on a common crankcase (which in essence it was) though the coil valve springs represented a departure from Ducati's traditional hairpins. The 90-degree layout made for exceptional smoothness and a lengthy wheelbase, a handicap more apparent than real that failed to stop the fine-handling Ducati vees notching up a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972.

Based on the original 750 GT tourer, the 750 Sport was an altogether more exciting looking beast and backed up its stunning looks with improved performance courtesy of a maximum power hike from 50 to 56bhp. Built only until 1974, the Sport underwent minor changes to its front fork and disc brake but otherwise changed little, and was only ever sold in the classic yellow with black livery shared with the Desmo singles.

First of a noble line of sporting Ducati v-twins, the 750 Sport is a true landmark machine; much rarer than, for example, the later Mike Hailwood Replica, it is one of the most sought-after of all Ducatis. Only 1,625 were made - the majority between 1973 and 1974, with a handful built for Australia in 1978 - of which only 200 were officially imported into the USA (in 1974).

The 750 Sport's arrival coincided with the 'café racer' movement catching on in the USA, and the Duke gained an instant following with, among others, the editors at 'The Wonderful World of Café Racers': 'The motorcycle's handling is so stable that ineptitude becomes mere mediocrity, mediocrity in turn graduates to competence and competence blossoms into sheer corner-swooping finesse.'

Acquired in Washington State, the Silverman Collection's 1973 Ducati 750 Sport is a well restored example that has covered very few miles since its total rebuild by marque expert Jeff Nash (Advanced Motorsports Ducati Dallas).

\$40,000 - 60,000

146

1959 DUCATI 200CC ELITE

Frame no. DM200156413
Engine no. 156716 DM200

- *Charismatic Ducati single*
- *Delightful to ride*
- *Restored in Italy by Enea Entati*



Previously a producer of radios and electronic equipment, Bologna-based Ducati turned to motorcycle manufacture after WW2 with the Cucciolo ('little pup'), a clip-on engine designed for bicycle attachment. Unusual in being a four-stroke at a time when most such utility units were two-strokes, the Cucciolo was soon followed by a range of proper, lightweight motorcycles, the first of which, the '60', appeared in 1949 and was powered by a 60cc overhead-valve engine. Another landmark was the arrival in 1952 of the '98' designed, like its predecessors, by Giovanni Fiorio. Fiorio's pushrod engine would be further enlarged and developed, finally featuring in a range of stylish 125cc models that would be produced into the early 1960s.

Designed by newly arrived Fabio Taglioni, Ducati's first motorcycle to have an overhead-camshaft engine - the single-cylinder 100 Gran Sport - first appeared on the racetrack in 1955 and soon proved unbeatable in its class. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. A pair of 175cc roadsters was introduced for the 1956 season, the sports version of which (known as the 'Silverstone' in the UK) was capable of more than 80mph, an astonishing achievement at the time and one that helped establish the giant killing reputation long enjoyed by Ducati's miniature masterpieces.

In 1959 the engine capacity was increased to 204cc for the Elite and 200SS models, but from 1961 onwards the Elite's engine was based on that of the 250cc model. Top speed of either was in the region of 85mph. The introduction of this larger engine had been prompted by demands from Ducati's United States importer, the Berliner Corporation, which marketed the new model as the 'Americano'. Lightweight, nimble, sure-footed and possessing a gem of an engine that sounds glorious when it comes 'on the cam', these little Dukes are a purist's delight to ride.

This Elite was restored in Italy by Enea Entati, a highly respected specialist who has more than 50 years experience in the restoration of classic Ducati motorcycles.

\$10,000 - 12,000

147
NO LOT

148

C.1956 DUCATI 98CC SPORT

Frame no. 30431DM
Engine no. DM06150

- Landmark Ducati model
- Eligible for the Moto Giro d'Italia
- Restored in Italy by Enea Entati



Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport, nicknamed 'Marianna' - appeared on the racetrack in 1955 and immediately proved unbeatable in its class. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs. Incorporating a four-speed gearbox, the Gran Sport engine was carried in a simple single-downtube frame and acted as a stressed member.

Capitalising on the Gran Sport's successes, Ducati introduced further developments of Taglioni's racer in 125 and 175cc capacities, while at the same time adapting it for volume production. This 'civilising' process involved enclosing the valve springs and using helical rather than straight-cut gears for the bevel drive, while to keep costs down, the crankcases were now die-cast. Otherwise, the design remained faithful to the original Gran Sport concept. The first such roadster - the 175 Sport - appeared towards the end of 1956, with 175T, 125 Sport, and 100 Sport versions following soon afterwards.

Apart from the Italian Grand Prix, the most important motorcycle races in Italy at this time were the long-distance events, held on public roads, such as the Moto Giro d'Italia and Milan-Taranto. Hence even competition-orientated models like the Marianna had to have lights and a horn, as required by the FMI (Italian Motorcycle Federation) regulations. Almost all the Italian manufacturers contested these events, victory bringing with it much valuable publicity. Ducati's overhead-valve racers had been outclassed by the Laverdas in 1954, but from the time of its arrival the Marianna proved unbeatable in its class.

This 100 Sport was restored in Italy by Enea Entati, a highly respected specialist who has more than 50 years experience in the restoration of classic Ducati motorcycles.

\$12,000 - 16,000

149

C.1952 DUCATI 60CC RACING MOTORCYCLE

- Rare early competition model
- Restored in Italy by Enea Entati
- Spare engine included

Frame no. 15160

Engine no. 450270DM



Introduced in 1946, Bologna-based Ducati's first motorcycle product was the Cucciolo ('little pup') – a 48cc auxiliary engine designed for bicycle attachment - derivatives of which would still be powering its lightweight offerings some two decades later. Ducati had started out as a maker of radios and other electronic products, and by the start of WW2 was Italy's second largest company.

When its factory was destroyed by Allied bombing in October 1944, Ducati was all but wiped out. By an amazing piece of good fortune, SIATA (Società Italiana Auto Trasformazioni Accessori), a Turin-based tuning firm specialising in the modification of FIATs, was looking for a commercial partner to produce a clip-on engine for bicycles, and turned to Ducati. The Cucciolo power unit had been designed in wartime by Aldo Farinelli, enabling production to commence soon after hostilities ceased. Unusual in being a four-stroke at a time when most such utility units were two-strokes, the overhead-valve Cucciolo was of unitary construction, incorporating a two-speed transmission, and was described by Motor Cycling magazine as 'beautifully engineered'.

Facing fierce competition in the auxiliary motor market, Ducati took the logical next step and in 1949 introduced a complete machine of its own. Powered by a 60cc derivative of the Cucciolo engine, designed by Giovanni Fiorio, this new motorcycle used a Caproni-built pressed steel frame with cantilever rear suspension, though Ducati was soon compelled to make its own chassis when Caproni ended the collaboration.

Fiorio quickly drew up another engine: a 65cc unit with pushrod-operated overhead valves (pullrods had been used hitherto), which went into a new model: the 60 Sport. Early versions had the Caproni chassis, later ones featured Ducati's own. Ducati being Ducati, there was, of course, a competition version of the Cucciolo, and on one of these 60cc racers Franco Petrucci finished 3rd in the 75c class of the 1951 Milan-Taranto.



Dating from circa 1952, this Cucciolo racer has Caproni-type friction-damped cantilever rear suspension and an engine different in many respects from that of the production models, though clearly based on the roadster's. Of particular note is the cylinder head, with its inlet and exhaust ports located at the rear, and the chain-driven magneto mounted ahead of the crankcase. The machine was restored in Italy by Enea Entati, a highly respected Italian specialist who has more than 50 years experience in the restoration of classic Ducati motorcycles. A spare engine is included in the sale.

\$18,000 - 25,000

150

C.1956 DUCATI 100CC GRAN SPORT

Frame no. 20549DM

Engine no. DM20602

- Landmark Ducati model
- Restored by Enea Entati
- Owned 3-4 years



'The Gran Sport, particularly in 100 and 125cc versions, was incredibly successful between 1955 and 1958, and even after it was replaced by the F3 many riders in Italy continued to campaign the Gran Sport. As it was hand-built and produced in very small numbers for Italian racing, the Gran Sport is rarely seen today outside Italy.' – Ian Falloon, *'Standard Catalog of Ducati Motorcycles'*.

Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport, nicknamed 'Marianna' - appeared on the racetrack in 1955. The existing 98cc overhead-valve engine had reached the limit of its development, at least as far as racing was concerned, hence the need for a design with greater potential. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs. Incorporating a four-speed gearbox, the Gran Sport engine was carried in a simple single-downtube frame and acted as a stressed member.

Apart from the Italian Grand Prix, the most important motorcycle races in Italy at this time were the long-distance events, held on public roads, such as the Moto Giro d'Italia and Milan-Taranto. Hence even competition-orientated models like the Marianna had to have lights and a horn, as required by the FMI (Italian Motorcycle Federation) regulations. Almost all the Italian manufacturers contested these events, victory bringing with it much valuable publicity. Ducati's overhead-valve racers had been outclassed by the Laverdas in 1954, but from the time of its arrival the Marianna proved unbeatable in its class.

In the Silverman Collection for the last 3-4 years, this Gran Sport was restored in Italy by Enea Entati, a highly respected specialist who has more than 50 years experience in the restoration of classic Ducati motorcycles.

\$15,000 - 20,000

151

1955 CECCATO CORSA 75CC SOHC

Frame no. DM030

Engine no. 185 / 160?

- *Rare Italian competition motorcycle*
- *Restored in Italy by Enea Entati*
- *Concours winner at Le May 2013*



Few motorcycle enthusiasts outside its native Italy are likely to have heard of Ceccato, though its stylish and well-made products are unmistakably Italian. The company was founded in the mid 1930s by pharmacist Pietro Ceccato, occupying premises at Montecchio Maggiore and then Alte Ceccato near Vicenza in northern Italy. Ceccato manufactured industrial equipment, and only turned to motorcycle making after WW2, commencing in 1948. The company started out by producing a 38cc (later 48cc) moped - the Romeo - before developing a range of lightweight motorcycles. Argentina was a major market, where Ceccato's motorcycles were marketed under the 'Zanella Ceccato' name.

In 1953, Ceccato bought the design (originally offered to Mondial) for a 75cc double-overhead-camshaft engine from the legendary Fabio Taglioni, who would be responsible for Ducati's desmodromic valve system. That engine, Taglioni's first, brought him to the attention of Ducati, and following a spell with Mondial he joined the company in 1954.

While five of Ceccato's DOHC racers were built, the modified single-overhead-camshaft Corsa model was the mainstay of the company's racing efforts, its lighter weight being more suitable for long distance road races such as the Giro d'Italia. Indeed, a 75cc Ceccato won its class in the 1955 Moto Giro. With a maximum of 7bhp available at 10,500rpm, the 75cc Ceccato had a top speed of around 110km/h (68mph).

As well as motorcycles, Ceccato produced bicycles, air compressors, gas cylinders and service station equipment, and remained active in those fields after it ceased motorcycle manufacture in 1963. It is still in existence today.

This rare Ceccato Corsa was bought at the Mostra Scambio 'swap meet' at Reggio Emilia, Italy at least 10 years ago, and was restored by Enea Entati, a highly respected specialist who has more than 50 years experience. Presented in beautiful condition, the machine won the 'Best of Show' award at the Le May 'Vintage Motorcycle Festival' in 2013.

\$20,000 - 25,000

152

1954 DUCATI 125CC MARIANNA SPORT

Frame no. DM030

- Rare competition model
- Purchased in Italy
- Restored condition



'The Gran Sport, particularly in 100 and 125cc versions, was incredibly successful between 1955 and 1958, and even after it was replaced by the F3 many riders in Italy continued to campaign the Gran Sport. As it was hand-built and produced in very small numbers for Italian racing, the Gran Sport is rarely seen today outside Italy.' – Ian Falloon, *'Standard Catalog of Ducati Motorcycles'*.

Designed by newly arrived engineer, Fabio Taglioni, formerly with Mondial, Ducati's first overhead-camshaft single - the 100 Gran Sport, nicknamed 'Marianna' - appeared on the racetrack in 1955. The existing 98cc overhead-valve engine had reached the limit of its development, at least as far as racing was concerned, hence the need for a design with greater potential. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's twin-cam (bialbero) and triple-cam (trialbero) racers, the latter featuring Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs. Incorporating a four-speed gearbox, the Gran Sport engine was carried in a simple single-downtube frame and acted as a stressed member.

Apart from the Italian Grand Prix, the most important motorcycle races in Italy at this time were the long-distance events, held on public roads, such as the Moto Giro d'Italia and Milan-Taranto. Hence even competition-orientated models like the Marianna had to have lights and a horn, as required by the FMI (Italian Motorcycle federation) regulations. Almost all the Italian manufacturers contested these events, victory bringing with it much valuable publicity. Ducati's overhead-valve racers had been outclassed by the Laverdas in 1954, but from the time of its arrival the Marianna proved unbeatable in its class.

This rare Ducati Marianna Gran Sport was purchased at the Mostra Scambio 'swap meet' at Reggio Emilia, Italy around 8-10 years ago.

\$70,000 - 80,000

153

1971 DUCATI 450CC SILVER SHOTGUN

Frame no. DM450M3700573

Engine no. DM450 458183

- *Landmark Desmo roadster*
- *Extremely rare in the USA*
- *Restored by Henry Hogben*



Designed by Fabio Taglioni, Ducati's first overhead-camshaft single appeared in 1955. Desmodromic valve operation - whereby closure as well as opening was effected by cams - was a feature of the racing versions and would later be applied to the sportier roadsters. The first major revision to the original design occurred in 1967 with the introduction of the 'wide case' motor, which had a much wider rear engine mount. From then onwards the superseded earlier version became known as 'narrow case'. Changes to the 'wide case' models were not merely confined to the rear engine mount, Taglioni and his team taking the opportunity afforded by the redesign to incorporate a stronger con-rod and big-end bearing, and increase the capacity of the lubrication system. There were also improvements to the gearbox while the suspension and brakes remained - for the time being - unchanged.

In 1968, Ducati launched the first of its legendary 'Desmo' roadsters in 250cc and 350cc (actually 340cc) capacities, these two top-of-the-range Mark 3 super sports variants being distinguishable from the valve-spring models by virtue of their extra chrome and restrained 'D' decals on the side panels. Later that same year the Ducati roadster single appeared in its largest '450' (actually 436cc) incarnation, offering considerably more torque courtesy of the substantial hike in capacity.

Superseding the Mark 3, a new range of Desmo singles was introduced in 1971. One Ducati's most memorable series of sports roadsters, these new 250/350/450 Desmos soon acquired the sobriquet 'Silver Shotgun', a reference to their eye-catching silver metallic paintwork. Standard equipment included Marzocchi 35mm front forks, Borrani 18" alloy wheel rims, a Grimeca 180mm four-leading-shoe front brake, rear-set footrests, clip-on handlebars, and a white-faced Veglia rev counter, while the fuel tank, seat base, side panels, and front mudguard were made of a lightweight glassfibre.



For 1973, the Desmo range was mildly restyled by Italjet's Leopoldo Tartarini, also responsible for the 750 Sport, the colour scheme switching from silver/black to yellow with black at the same time. Production effectively ended in 1974, though a tiny handful was produced in 1978.

The example offered here is one of the early silver models, made in 1971-72, which many enthusiasts prefer. Produced at a time when both the British and United States distributors were in dispute with the Ducati factory, they are an extremely rare sight in those countries. Restored by the esteemed Canadian marque expert, the late Henry Hogben, this beautiful machine represents a wonderful opportunity to own a rare milestone Desmo dating from the final glorious years of Ducati singles production.

\$22,000 - 28,000

154

NO LOT





155

1957 CAPRIOLO SPORT

Frame no. 25850

Named after the roe deer, the Capriolo marque emerged in 1948 from the ashes of the giant Caproni group, formerly one of Italy's largest manufacturing concerns. Caproni had been founded in the first decade of the 20th Century as an aircraft manufacturer, and only turned to motorcycle production after WW2. The firm commenced with a 50cc ultra-lightweight before swiftly moving on to a 75cc model, the Capriolo 75, which was notable for its use of a pressed-style frame and an unusual four-stroke engine of the overhead 'face cam' type, which also featured a longitudinal (rather than transverse) crankshaft. Sports versions won their class in the 1954 Milan-Taranto and 1955 Giro Motociclistico d'Italia. At the Milan Show in November 1953, Capriolo launched the 'Cento 50', one of the very few Italian motorcycles to be powered by a BMW-style horizontally opposed engine. This was followed, in 1955, by the more conventional Capriolo 125, which featured a single-cylinder overhead-camshaft engine, the 'face cam' type having been temporarily dropped. When engineer Giovanni Caproni died in 1957, the company was reorganised and adopted the 'Aeromere' name, a shortened form of Aero Meccanica Regionale. Its motorcycles continued to be badged as 'Capriolo' until production ceased in 1963. A type rarely seen in the USA, this charming Capriolo Sport is presented in beautifully restored condition.

\$18,000 - 22,000



156

C.1947 CUCCILO

Frame no. 5189

Engine no. 215792

Designed for bicycle attachment, the Cucciolo ('little pup') auxiliary engine was the Bologna-based Ducati factory's first motorcycle product and was sold widely outside Italy. Ducati had started out as a maker of radios and other electronic products, and by the start of WW2 was Italy's second largest company. When its factory was destroyed by Allied bombing in October 1944, Ducati was all but wiped out. By an amazing piece of good fortune, SIATA (Società Italiana Auto Trasformazioni Accessori), a Turin-based tuning firm specialising in the modification of FIATs, was looking for a commercial partner to produce a clip-on engine for bicycles, and turned to Ducati. The Cucciolo power unit had been designed in wartime by Aldo Farinelli, enabling production to commence soon after hostilities ceased. Unusual in being a four-stroke at a time when most such utility units were two-strokes, the overhead-valve Cucciolo was of unitary construction, incorporating a two-speed transmission, and was described by *Motor Cycling* magazine as 'beautifully engineered'. In the immediate aftermath of war, there was an unprecedented demand for affordable powered transport; SIATA's production capacity was soon exposed as inadequate, hence the approach to Ducati, which began making the Cucciolo in June 1946. The story of Ducati motorcycles had begun.

\$8,000 - 12,000



157

1966 DUCATI 50 SL/1

Frame no. 57057 IGM3985-OM

Engine no. DM48V4 322428

By the late 1950s, Ducati had established a reputation for producing exciting sports roadsters and competition machines, thanks in no small part to the wonderful overhead-camshaft single-cylinder engine designed by Fabio Taglioni. Seeking to expand its sales, Ducati introduced a range of ultra-lightweight commuter machines, but for these something cheaper was required, which meant making a two-stroke engine. The first such Ducati, the 48cc Sport, was produced only for one season (1958) but the engine reappeared in 1961 powering the Brisk and Piuma, a pair of sports mopeds. A plethora of models in capacities up to 100cc followed, including a scooter, one of the more stylish being the 50 SL and its derivatives. Introduced in 1966, the 50 SL dropped fan cooling and the hand-operated gear change, hitherto features of all Ducati two-strokes. With its slender fuel tank, twin filler caps, solo seat, and clip-on handlebars, the 50 SL/1 sports roadster was every teenage boy racer's dream. Benefiting from revised porting and a new cylinder head giving a higher compression ratio, the SL/1 engine produced 6bhp, which was good enough for a top speed of around 50mph. This example of a Ducati ultra-lightweight rarely seen outside Italy is presented in beautifully restored condition.

\$12,000 - 15,000



158

C.1960 DUCATI 204CC ELITE BY MOTOTRANS

Frame no. 820357

Engine no. MD82005MD

Designed by the legendary Fabio Taglioni, the first Ducati overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1955 and soon proved unbeatable in its class. Desmodromic valve operation was a feature of the racing versions, and would later be applied to the sportier roadsters. Taglioni's versatile design proved capable of considerable enlargement, being produced in various capacities from the original 98cc up to 450cc. A pair of 175cc roadsters was introduced towards the end of 1956, the sports version of which was capable of more than 80mph, an astonishing achievement at the time and one that helped establish the giant killing reputation long enjoyed by Ducati's miniature masterpieces. In 1959 the engine capacity was increased to 204cc for the Elite and 200SS models, but from 1961 onwards the Elite's engine was based on that of the 250cc model. Top speed of either was in the region of 85mph. A landmark redesign of the Ducati single occurred in 1967 with the introduction of the 'wide case' engines that featured numerous improvements, the most significant being a stronger big-end assembly. By this time the Ducati range was also being built in Spain under licence by Mototrans of Barcelona. Lightweight, nimble, sure-footed and possessing a gem of an engine that sounds glorious when it comes 'on the cam', these little Dukes are a purist's delight to ride. An early 'narrow case' model, this Mototrans-built Elite was restored in the USA by the highly respected specialist, Hugo Gallina.

\$8,000 - 12,000



Further properties

159

1936 NORTON 500CC INTERNATIONAL 30M

Frame no. 30-65038 (Racing)

Engine no. CS51528

- Built by the late 'Norton George' Cohen
- Rigid racing frame



Today's repli-racers have nothing on the Norton International. At its debut in 1932, the track-only 'Inter' had no lights or other street provisions. In fact, where a battery might be on a road bike there was a huge wraparound oil tank with a spigot-type filler. The single-cylinder motor, in either 350 or 500cc displacements, was a potent-looking piece, an overhead-cam design with a bevel-drive tower scaling the right side of the cylinder. Savvy street riders wanted the 'Cammy' Norton's power, its close-ratio four-speed gearbox, its large-capacity fuel tank and its undeniable panache. Conveniently, the bike could be ordered with a magdyno and a kickstart gearbox – hang some lights on it and you had a B-road blaster that few could keep up with.

This special Norton 30M has always been a track bike, however, and quite the tracks at that, paraded between the hedgerows at the Isle of Man and run flat-out on the high banks of Daytona International Speedway, among others. AHRMA racer Dave Ferrato acquired the Norton in 2000, purchased from its builder in the UK, George Cohen, famous in classic bike circles as 'Norton George' for his good work with single-cylinder Nortons. In putting together this International, Cohen started with a genuine Norton racing frame, rigid at the rear, a set of 'Comp Shop' girder forks up front, tip-off to their racing origins being the pair of rebound springs fitted. From Cohen's extensive stash of spares came extra-long racing clutch and brake levers, an Isle of Man oil tank, a Manx flyscreen and the capper, a genuine, soldered-together Norton 'pie crust' gas tank.

The 490cc all-alloy engine was put together by another specialist, then installed by Cohen. It has what's called a 'bronze skull' cylinder head, with bronze inserted during the casting process into the combustion chamber, the goal being better heat dissipation. The engine is also fitted with an auxiliary rocker box oil feed, aggressive camshafts and has some magnesium components sprinkled about.

Last raced by Ferrato in 2004, the bike has been on display ever since and nabbed the Best Competition award at a 2015 AHRMA Concours d'Elegance. The owner reports that the Norton's exhaust flange will require attention before the bike can be taken on the track again, and is including a replacement flange nut in the sale. Also included is a factory manual, parts list and receipt file for parts/service.

\$24,000 - 28,000

160

1952 HARLEY-DAVIDSON MODEL K

Engine no. 52K2419

- *Correctly restored*
- *In long-term ownership*
- *Part of a prominent Southwestern collection*



Harley-Davidson's WL middleweight motorcycle was referred to the Solo model, and with the peppier engine, the WLD Sport Solo. Manufactured from 1937 through 1951, it was hardly sporty. By appearances, it looked similar to its larger brothers in the Harley stable which helped sell the units. If it looked like a Big Twin, then you were macho. The 45 cubic inch sidevalve motor was reliable and would motor along at an easy 50 mph, using a 3-speed hand shift transmission. This was all nestled in a single downtube frame with a rigid rear.

Following World War II, the WL puttered along without any significant upgrades since 1941. The entry of sleek motorcycles into the domestic market from England didn't bother the Motor Company too much at first but they wisely knew that if you start a rider on a smaller Harley-Davidson, sooner or later he would migrate to a more expensive Big Twin. Every day a rider purchased a British motorcycle, was one less new Harley on the road. To counter the British Invasion, it was time for a new sporting middleweight motorcycle.

With its roots firmly in the past but still looking forward, the new Model K introduced in 1952 still retained the reliable sidevalve engine configuration. The WL was designed in the 1930's with a frame of earlier times, a springer fork, and separate engine and transmission. The Model K, unlike its European competition, used a unit engine containing the crankcase and transmission all in one casting, a modern double cradle frame, telescopic forks, rear swing arm suspension and a 4-speed foot shift with hand clutch. In one giant leap, Harley-Davidson produced a motorcycle for the future with a technologically superior design.

This 1952 Harley-Davidson represents the first year of the new Model K. Finished in Birch White, it's a pretty restoration that shows the patina of limited use. It's a correct restoration, one that a new owner can enjoy both in the showroom and on the road. Included are a set of black Harley-Davidson saddlebags which were available late in the 1952 season, complementing the motorcycle. Owning this motorcycle, the owner can realize that they are sitting on a piece of history, the immediate predecessor to the Harley-Davidson Sportster.

\$15,000 - 18,000

161

1949 VINCENT 998CC SERIES C RAPIDE

Frame no. R 3160

Engine no. F10AB/1/1170

- *Built and owned by renowned Vincent expert Terry Prince*



Terry Prince was bitten by the Vincent bug early, at age 12 when he attended the 1950 Brighton Speed Trials in his native England. There, he watched slack-jawed as 'Nero,' the famous Vincent sprinter, rocketed down the strip. At 16 he bought his first Vincent street bike, a crashed Rapide, learned how to work on it, and in the 1960s ended up in Switzerland working for Fritz Egli, maker of custom-framed Vincent café specials. In the late 1970s Prince moved to Australia, opening his Classic Motor Bikes shop in New South Wales, restoring, modifying and racing Vincents. Today he is recognized worldwide as a leading Vincent engine expert. One of the marque's fastest, too, as he's set speed records himself at Bonneville on his Vincent sidecar, powered by the same engine he has owned since he was 16 years old! And in a full-circle maneuver, he is working with Fritz Egli Jr. on a modern Vincent-powered sportbike.

Author and marque historian Philippe Guyony details the rehabilitation of Prince's pranged Rapide as a turning point for the then-teenager. "That was the very first step in a career dedicated to Vincents, leading to the design of performance parts, tuning and racing," writes Guyony in his book, *Vincent Motorcycles: The Untold Story Since 1946*. "Terry's quest was not only to make them better; he also wanted to make them contemporary rather than pieces of nostalgia. Sixty years later, nothing has changed except that, without doubt, his Vincents are much faster."

Which brings us to the well-sorted bike on auction here, another Rapide, Prince's personal street ride, fairly described as equal parts nostalgia and performance. Engine cases, engine number and upper frame member all match, though the rear frame member is a replacement for the damaged original. Prince's hand is evident all around the bike, starting with the front brake hubs, which contain four-leading-shoe internals. Suspension has been upgraded with modern dampers front and rear. An accessory Tread-Down centerstand eases parking chores. The Shadow 5in. 'clock' perched atop the forks is a nice touch. Of course the engine – just overhauled by Prince and breathing through modern carbs – was built to go. Be first to the finish at your next Vincent club ride!

\$80,000 - 90,000

162

1914 DOUGLAS 2 $\frac{3}{4}$ HP

• *Ex-Alec Ulmann, ex-Larz Anderson Auto Museum*

Frame no. 15648

Engine no. 15928



The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine. Fore-and-aft installation made for a slim machine with a low center of gravity, and the design's virtues were soon demonstrated in competition, Douglas machines taking first, second and fourth places in the 1912 Junior TT in the Isle of Man.

From 1912, some models were offered with a kick start mechanism as on this machine, adding some convenience to their use then and now. This example of the popular Douglas twin has a known history in America dating back to its earliest days, owing to a file which includes correspondence with the Works. Its owner in 1919, was Robert C. Shalin of West Ninth Street in New York City, who wrote to 'Douglas Brothers, Engineers' requesting some parts for this 1914 machine in October that year, a corresponding receipt from the Treasury Department confirms a full \$1.75 duty was paid on them!

By the 1950s, the motorcycle was the property of C. A. Lyle of Loconia, New Hampshire, who also corresponded with the Douglas factory. On Mr. Lyle's death it was acquired by noted car aficionado Alec Ulmann, the founder of Sebring Raceway, who also had a penchant for motorcycles, particularly Douglas'. The bike would pass into the collection of the Larz Anderson Auto Museum later and was not de-accessioned until 2002, when it was sold by Bonhams & Brooks, to the current owner at one of our early auctions at this venue.

In the last 15 years, the bike has been made to run, but has otherwise received limited use. Viewed today, it appears to be ostensibly a highly original and unmolested example with an appealing patina, wholesome authenticity and nice provenance.

\$12,000 - 18,000



163

From the Corbin Collection

1987 HARLEY-DAVIDSON FXR TWIN CAM WARBIRD CUSTOM

Frame no. 1HD1ELL1HY125502

Engine no. DDV3726272

- Full Corbin Warbird bodykit
- Featured in a 2014 issue of *American Iron Magazine*



There are custom Harleys, then there are custom Harleys like this one from the Corbin Collection. Starting point was a 1987 FXR but not much of the original motorcycle remains, in fact just the fuel tank and main frame. The rest of the chassis consists of a stronger FLH swingarm with twin Works Performance shocks, while the inverted fork from a current V-Rod model was installed up front. The V-Rod's Brembo brakes also made the transition, putting the pinch on aftermarket wave rotors. BST carbon-fiber wheels front and rear complete the chassis changes.

Running gear sorted, out went the original Harley-Davidson Evo V-twin, replaced with one of the factory's 2003 Twin Cam 88 motors, but not before it was bumped to a healthy 95ci displacement, then fitted with a sporty 2-into-1 collector exhaust. Tested on a dyno, the hopped-up engine produced 92bhp and 107lbft of torque. Power is transmitted to the rear wheel via a Harley six-speed transmission.

Giving this bike its distinctive good looks is a full Corbin Warbird body kit, consisting of frame-mounted nose fairing, chin spoiler, sidepanels, tailsection and front fender, all two-tone custom painted along with the gas tank. A Corbin saddle was installed, naturally. The finished machine was featured in a 2014 issue of *American Iron* magazine.

\$8,000 - 12,000



164

From the Corbin Collection

2004 YAMAHA MT-01

Frame no. R615E000890

Engine no. JYARPP12100001021

- Titanium exhaust
- Carbon-fiber wheels



Unveiled as a concept bike at the 1999 Tokyo Motor Show, the Yamaha MT-01 was a tantalizing hybrid mix: Naked roadster styling, with an air-cooled 1700cc V-twin borrowed from the Road Star cruiser, with suspension components and brakes from the YZF-R1 repli-racer. A modern-day road burner in the spirit of Vincent or Brough, the MT-01 was characterized by Yamaha as a 'Torque Sports' bike. The production version of the MT made it to market in 2004, sold in Europe, Australia, India, Japan and Canada.

The motorcycle editors at Canada's *Driving* website tested a 2006 example and came away impressed with what happens when the throttle is twisted open: "No waiting – the bike surges ahead with an impressive lunge." The Yamaha's handling was also praised, the editors declaring, "The MT-01 is best enjoyed on your favorite stretch of twisting blacktop, where this naked bike delivers a full-monty experience."

Never officially imported into the U.S., this MT-01 was acquired by Mike Corbin so his company could develop a line of accessories for the model, which remained in production until 2012. Its R&D duties over, the Yamaha joined Corbin's collection of interesting motorcycles, but not before some customization took place. First stop was the Nigel Patrick Racing shop for some motor work, those extra ponies further liberated by an Akrapovic titanium exhaust system. BST carbon-fiber wheels came next, along with wave-style brake rotors. A Corbin seat was installed, of course, along with one of the company's Smuggler mini-trunks in place of the rear seat pad. A custom blue/silver paint job inspired by the Shelby Cobra sports car capped the project. Sold with a California title, one of the few stateside Yamaha MT-01s is ready for a new owner to enjoy.

\$7,000 - 10,000



165

From the Corbin Collection

2008 HARLEY-DAVIDSON CORBIN SHOVELHEAD CUSTOM

• 300 miles since completion

Frame no. HD0081

Engine no. HD0081



Another of the Corbin Collection bikes, this is a subtle, throwback custom with interesting touches everywhere. The rigid frame is from Big Mike's Chopper, but only conservatively stretched. A genuine Harley-Davidson Springer fork leads the way, its fender held in place by four gracefully arching braces, matched by a pair supporting the rear fender. The teardrop-shaped S&S Super air-cleaner cover is a tip-off to what lies behind, a modern S&S Shovelhead-style SH80 V-twin displacing 80ci. It's hooked up to an S&S six-speed gearbox. The engine makes its presence known via a custom-bent, slash-cut, 2-into-1 exhaust with a Swiss-cheesed heat shield and black heat wrap. Brakes at both ends are by Performance Machine.

Polished and nickel-plated components contrast nicely with the simple gloss-black paint on the frame, tanks and fenders, set off by – what else? – a dark chocolate-brown Corbin saddle. An appealing mixture of old and new, the super-clean custom has covered less than 300 miles since completion. It is sold with a valid California Special Construction title.

\$8,000 - 12,000



1941 HARLEY-DAVIDSON 45CI WLA

- *Low serial number*
- *An older restoration*

Engine no. 41WLA2136



In the period leading up to World War II, the government requested motorcycles for military use which would have sustained the companies in the coming war years. The discussions included Indian, Harley-Davidson and the Crosley Corporation. Each company was required to produce prototypes to military specifications, and some were downright unreasonable. The specifications called for a 500cc engine. Crosley provided three prototypes and a number of tricycles but didn't pursue the opportunity while Indian supplied the Model 741, a 500cc side valve V-twin. Harley had also followed the letter of the military specs and discovered that a 500cc motorcycle was underpowered and essentially refused to make one in that displacement. The Harley 45 impressed the officials and won the lucrative contract with the government. Thus the Harley-Davidson WLA, a 45 ci side valve V-twin powered motorcycle became a standard during the war. Some 70,000 units were produced during the war years, and probably supplied enough spares to construct considerably more. The WLA served the American forces and our Allied forces, while the Canadian issued WLC served that country and England, France and South Africa. The Soviet Union received about 30,000 WLA's under the Lend-Lease Program. Following the cessation of the war, WLA's were dirt cheap, available new for \$200.

Most all Harley-Davidson 45's were designated 42WLA through all the war years, and replacement frames and motors were typically not stamped with a serial number. Typically the 1941 issue WLA never saw overseas service. These motorcycles could vary tremendously from each other as every end user may have had their own specifications and the motorcycles would have been built to that order. Military motorcycles were primarily painted in drab olive and lacked most of the electroplating as those metals were more essential to the war effort than making a machine pretty, so paint and Parkerizing replaced most of the bright work.

Fenders in field service motorcycles lacked skirting to reduce clogging from vegetation and mud. Blackout lights were mounted front and rear and a stout carrier over the rear fender would hold heavy equipment. An enclosed oil-air filter was usually fitted but these varied according to the source. Despite the worthiness of the WLA, the Jeep came along and suddenly the WLA was not a combat machine.

This 1941 Harley-Davidson WLA probably beckons from one of the first orders of this iconic motorcycle, judging by the low serial number and the high placement of the headlight. It most likely never left the shores of America as it lacks the blackout headlight and dual tail blackout lights, and in fact has a singular red tail light under the solo military issue taillight. Other minor features may support this idea. This is a very good issue for a new owner as the motorcycle was not abused in its past life.

An older restoration in olive drab without any company markings, this WLA is a very presentable motorcycle, and strapped to the front fork is a US Army flag kit, CS-16, for the Signal Corp. On the rear of the motorcycle is a rare original accessory, an Army plaque with the Ruptured Duck, signifying a veteran of the war. With the popularity of World War II re-enactments, this would be the perfect motorcycle to enjoy a weekend with fellow re-enactors. The restoration has the perfect degree of age that complements both the motorcycle and its potential use in re-enactment events.

\$28,000 - 34,000

167^Ω

1949 VINCENT 998CC BLACK SHADOW SERIES C

Frame no. RC4149B

Engine no. F10AB/1B/17578 (see text)

- *The fastest road vehicle of its day*
- *Previously in long-term ownership*
- *Well sorted*
- *Present owner since 2005*



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

This early Series C Black Shadow had six owners in the UK between 1949 and 2005 when it was purchased by the current vendor, who has covered some 2,000 miles on it over the course of the last 11 years. Exceptionally well sorted by the previous owner, who kept it for 35 years, this Shadow is said to be sweet riding, fast, economical, and comfortable. Unmolested and conscientiously maintained throughout its life, it features a discreet ignition cut-out/anti-sumping switch, and - we are advised - always starts first or second kick. Accompanying documentation consists of UK registration documents dating back to 1955, a quantity of expired MoT certificates, some recent service/maintenance invoices, and a copy of the Works Order Form (it should be noted that the engine is not original to the frame). Mostly used for local runs, this Shadow once won a 200-mile wet-road shootout with a motorcycling journalist on a 1,090cc Ducati, beating the latter for handling, speed, and economy.

\$60,000 - 80,000



168^Ω

1955 VINCENT 998CC BLACK PRINCE

Frame no. RD/12850/BD
Engine no. F10AB/2B/10950

- *The ultimate Vincent motorcycle*
- *Formerly the property of Allan Mallinson, editor of MPH*
- *Purchased from Leif Alpsjö*
- *Registered in the UK*



Ever since the Series-A's arrival in 1937, the Vincent v-twin had been synonymous with design innovation, engineering excellence and superlative high performance. So in September 1955 when it was revealed that production of the Stevenage-built machines would cease, the news stunned the motorcycling world. It had been decided that the firm's future lay in more profitable lines of manufacture, and just 100 more of the fabulous v-twins would be completed. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months.

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle', though delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form. The enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. Other Series-D innovations included a new frame and rear suspension, a user-friendly centre stand, plus many improvements to the peerless v-twin engine. When production ceased in December 1955, around 460 Series-D v-twins had been built, some 200 of which were enclosed models.



Registered as '285 FML' in the UK, this Black Prince was formerly the property of Allan Mallinson, editor of the Vincent Owners Club's magazine, *MPH*, in whose hands it won several trophies for 'Best in Show'. A letter on file from Alan confirms his ownership. The machine was acquired directly from him circa 1969 by the internationally famous Swedish folk musician, Leif Alpsjö, who looked after it carefully for some 40 years. The history file contains plentiful paperwork and bills accumulated during his ownership, including some from marque specialists Harper Engines and Maughan Engineering.

The present owner bought the Vincent from Leif in August 2010 and rode it from Stockholm to his home in London, England, covering some 700 miles in three days and in all weathers. He recalls that it 'could hardly have been more comfortable and didn't miss a beat'. Once the Vincent was safely back in the UK, the rear shock absorber was replaced and the bodywork completely restored, the coachlining and badges being hand painted using genuine gold leaf. Kept as part of the owner's private collection, the Prince has only been ridden locally and occasionally to keep it in good order.

\$90,000 - 120,000

1953 INDIAN CHIEF

Frame no. CS6653

Engine no. CS6653

- *Matching numbers*
- *Engine and gearbox rebuilt by Fred Crawford*



No motorcycle is as easily identifiable as an Indian Chief. Those iconic fenders are unmistakable and set the bike apart from anything else on the road. For a style so associated with the brand it's surprising that the outrageously valanced fenders didn't make their first appearance until 1940, some 39 years after the company's founding. With war looming and Indian increasingly turning to the production of military models, the Army version of the Chief emerged stripped of its skirted fenders and chromework, finished in olive drab.

After World War II, the civilian Chief made a return, as did the fenders, but by 1953 Indian was in deep trouble. The company's new-design singles and twins, meant to blunt a postwar invasion of highly competent lightweights from England, had teething problems and were dead in the marketplace. That left the venerable Chief to soldier on, a flathead design in an increasingly overhead-valve world. Not that the proud old Indian wasn't ready for a fight. The motor had been punched out to 80ci (1,320cc) and an up-to-date hydraulic telescopic fork replaced the traditional girder arrangement. Styling-wise, the art-deco fenders looked as good as ever, maybe even more so as the front was trimmed back and a small shroud was added to the headlight area.

Still, the financial handwriting was on the wall and Indian was destined not to survive past '53. This matching-numbers bike is from the last batch of Chiefs produced. An early 4-digit '53, it was subject to a complete restoration some years ago, with engine and gearbox rebuilt by Canadian marque specialist Fred Crawford. Since, it has been test-ridden for just 2.6 miles. Many NOS parts were used in the chassis restoration, including an exceedingly rare set of new gas/oil tanks. Built to ride, it is fitted with a later Amal Concentric carburetor, though the proper Amal 289R is included in the sale. Likewise, for aesthetic reasons an earlier tractor-style solo saddle has been installed, with a correct reproduction bench-style dual seat also included.

\$35,000 - 40,000

170

1961 HARLEY-DAVIDSON KR

• Fully restored

Engine no. 61 KR 1200



Considered somewhat antiquated in racing circles, the Harley-Davidson KR held its own against the competition, mainly Norton, Triumph and BSA. The 744cc engine, stock, only developed 48 hp but the power delivery was so smooth that they were highly controllable. Many tuners, both professional and garage mechanics knew how to squeeze more power out of the units. They were a very unique motorcycle somewhat made out of desperation but also highly out of talented considerations.

When the first 30 hp K model Harleys were introduced in 1952, they possessed a right side foot shift. This may have been intentional with an eye towards competition, perfect when sliding to the left...and just like the English competition. Evolving from the hand shift Harley-Davidson WR, the new KR was a lighter and smaller machine, and built to be tougher than its predecessor. The engine featured unit construction, housing both the crank assembly and 4-speed transmission. The main bearings rode on ball bearings for less friction, and not roller bearings. The real magic was in the intricately shaped cylinder heads, with inclined valves to improve the flow characteristics. The chassis retained a rigid frame and typical for flat trackers, no brakes. This was the successful rider's office, and it was purposely spartan.

Long before Yamaha was providing over-the-counter competition motorcycles to the public, Harley-Davidson was selling WR and KR machines to the many riders looking for the win. Despite the technological advantage held by the foreign motorcycles, the Harley-Davidson KR continued to dominate the race tracks around America. Harley-Davidson took numerous AMA Grand National titles through the years of competition. This 1961 Harley-Davidson KR comes to you fully restored with a correct rigid dirt track frame. Harley-Davidson's Carrol Resweber was AMA Grand National Champion in that year. You can be a winner too with this motorcycle in your collection.

\$18,000 - 22,000

171

1985 YAMAHA RD500LC

Frame no. 47X00 1366

• Only 1,279 miles from new



Introduced in 1984, the RD500LC was a street legal, road going version of Yamaha's factory YZR500 competition motorcycle which at the time was leading the world championship with Kenny Roberts. This wasn't a motorcycle based upon a current production model intended for the road, but a fresh adaptation of a factory race machine, the closest thing to a Gran Prix motorcycle the average rider could get. The 499cc V-4 two-stroke engine developed 88 bhp @ 9500 rpm in its tuned for the street form. The liquid cooled engine was a 50° twin crankshaft V-4 with the dual crankshafts geared directly to the wet, multi-disc clutch. With four 26mm Mikuni carburetors using reed valve induction, the carburetors were necessarily mounted at the sides of the cylinders but on 90° manifolds to reduce the width of the engine package. The transmission was kick start only through a 6-speed close ratio gear set. Lubrication of the gears and outer crankshaft bearings was through a trochoid oil pump driven by a separate crankshaft. The chassis was formed by box section mild steel tubing and a full fairing cloaked the motorcycle. Braking was afforded by state-of-the-art twin 267mm ventilated steel disc with a 2-piston caliper up front while a similar 245mm single disc did the duties in the back. Yamaha's Monoshock handled the suspension in the rear of the motorcycle. Weighing in at 452 lbs., the Yamaha had a top speed of 148 mph.

Only produced a few short years from 1984 through 1986, the Yamaha RD500LC is rare and highly collectible. Finished in white and red, this is an enticing motorcycle. Presentation is excellent and certain pieces are safety wired as required for track days. There are no marks that this motorcycle was ever down, or used extensively, with only 1200 miles on the odometer. This limited production Yamaha RD500LC is a race developed motorcycle, but one not reserved just for champions or corporate executives. This is a unique motorcycle that you can own and enjoy.

\$24,000 - 28,000



172

1985 HONDA VF1000R

• Only 4 miles from new

Frame no. SC162 00078 3



Always the innovator in motorcycles, Honda liked to showcase their technology that had been used in world racing circuit, both for factory prototypes and production series machines. Featuring a 16 valve double overhead cam 998cc V-4, the VF1000 series introduced three main models, the VF1000, the VF1000F Interceptor and the VF1000R in March of 1984. The 90° V-4 liquid cooled engine produced 130 horsepower at 10500 rpm. While the standard VF1000 wore a half fairing, the more aggressive VF1000R wore a full fairing befitting a motorcycle whose history was translated from the track. The VF1000R also benefitted from major engine upgrades, improved suspension, body work and attention to rider ergonomics. Straight cut gears operated the cams instead of chains, and the heads received redesigned modeling to improve power. The frame was fabricated from square section tubes and suspension included Honda's TRAC anti-dive technology. Stopping power came from 4-caliper brakes on dual floating discs just as with the six cylinder CBX, all on Honda's composite wheels. With a full fairing, rear set foot controls and adjustable handlebars, the VF1000R had all the visual cues of a street legal race motorcycle.

This Honda VF1000R comes to you virtually brand new, with only 4 miles registered on the odometer although a few easily replaceable parts were scavenged from the motorcycle years ago. The motorcycle is an example of the highest display of street motorcycle technology by Honda for the 1980's, with a direct heritage linked the race tracks of the world.

\$15,000 - 20,000



1929 EXCELSIOR SUPER X WITH SIDECAR

Engine no. A6327

- *Mechanically restored*
- *Original patina meticulously preserved*



“Survivor” machines, both two-wheeled and four, continue to gain appreciation from collectors. Where once there was a rush to restore to all shiny and better-than-new, now we see more and more vehicles left in their as-found state – so much so that many concours competitions now include an Authentic & Unrestored class. This 1929 Excelsior Super X would definitely qualify, though beneath its 82 year’s worth of accumulated patina there’s virtually a brand-new motorcycle mechanically-speaking. Added bonus is that Super X is such an important design.

As the story goes, Arthur “Connie” Constantine, an assistant chief engineer at Harley-Davidson, took it upon himself to design a new mid-sized V-Twin. This unauthorized project did not go over well with management and Constantine was reprimanded for wasting the company’s precious time. Whether he was then fired or chose to resign is open to debate, but next we find Constantine on the train from Milwaukee to Chicago, design in hand, about to pay Excelsior a visit.

He found a welcome audience at Excelsior, doing all they could to compete with Harley-Davidson and Indian. The big advantage of Constantine’s design was balance. It was powered by a 45-cubic-inch (750cc) motor when the trend was to bigger 1000cc and 1200cc displacements, but that meant it could be built lighter and lower. Dropping 100 pounds of weight pays dividends everywhere, from outright acceleration to ease of cornering to simply rolling the bike into a parking space. The motor played its part in the weight savings; it was a unit-construction design – transmission gears contained within the engine cases – which did away with a separate gearbox and its attendant primary chain, plus it was considerably more oil-tight.

The finished product, rolled out in 1925, was the Super Excelsior, soon shortened to Super X, one of the great names in American motorcycling. Streamlined styling arrived for the 1929 sales season, and all the elements of a future blue-chip collectible were in place. The ‘29 Super X on auction here ups the ante with the inclusion of another classic, a Goulding sidecar. Australian James Goulding toured America in 1920 aboard a Harley-Davidson hooked up to a sidecar of his own design. He emigrated to the U.S. with his family in 1925 and set up shop, quickly becoming the manufacturer of sidecars for all brands. The example attached to this Super X appears to have been with the bike from new as it is seen in pictures of the bike and sidecar with the original owner. The original owners registration is still attached to the interior of the sidecar.

This bike was in the hands of the original owner who purchased it in Sioux South Dakota and held until his death at the age of 92. The bike was purchased for a restoration which was never done when a previous owner purchased it and could not bear to cover up the history of the patina of this bike. It was entrusted to restoration expert Randy Zorn, who undertook a painstaking mechanical restoration of the motorcycle and sidecar, including a full engine overhaul. Beneath that wonderfully weathered exterior is a virtually as-new machine with fresh bearings and bushings and brake linings, ready for another 82 years of adventure.

\$40,000 - 50,000

174

1920 INDIAN SCOUT

Engine no. 56R115

- *First year Scout*
- *Mostly original paint*



Following the end of World War I, overall motorcycle sales were disappointing, especially at Indian. Relying too heavily on lucrative military contracts, the company left their dealerships hanging for several years and didn't introduce any new motorcycles. What the company offered was the spring cradle framed Powerplus. Its performance was adequate but the bike had become a bit stodgy with its outdated appearance and tall chassis. What was needed was a new machine for the everyday rider who was perhaps intimidated by the tallness of the Powerplus. The duty to design a new motorcycle fell onto Indian's Chief Engineer, Charles B. Franklin. His vision was to have a smaller, stouter and lighter motorcycle that would attract new riders to the Wigwam.

The new motorcycle would retain the sidevalve engine but would be smaller. The reasoning was the sidevalve motor was tidy, less expensive to manufacture and operate, and had decent power, even for a small motor. What set the new motor apart was it was compartmentalized to reduce its size, with the transmission secured to the crankcases with a cast aluminum primary case. Expensive but highly durable helical gears joined the transmission to the engine.

Until that time, motorcycle frames were flat, with heavy single down tubes in both the front and rear of the chassis and with single tubes for the top rails. By creating a double down tube frame, the chassis would be more stiff, and lighter because a shorter frame also allowed thinner wall tubing. Any deficiency in the power output of the motor could be erased by the lightness of the chassis.

Christened the "Scout", it was the first time Indian themed names were given to the company's motorcycles. The new 37 cubic Scout proved to be a sensational motorcycle when it was debuted in late 1919. A light middleweight motorcycle, it was attractive to both new and seasoned riders. Like the Ford Model T, it became the "every man's motorcycle". It was rugged and dependable, fresh to the eye in styling and proved to be a quite durable mount. It would cruise at 50 mph dependably and even set a world's record in 1920, covering 1114 miles in 24 hours in Australia.

This 1920 Indian Scout being offered, represents the initial year of production for the little Scout. It would grow in subsequent years to become one of the most famous motorcycles to roll from the Springfield factory. An older restoration, the motorcycle almost gives the appearance of an unrestored machine, largely due to the fact that the restoration was based upon a decent original motorcycle so all the nickel plating on this machine is original as it was delivered from the factory. Only the Indian Red finish was given new to the little bike. Even the saddle is original.

This Scout weighs a mere 340 lbs. wet which makes it attractive to new riders to the antique world, just as it did when new. The saddle height is a low 28 inches and the bike rolls on 20 inch wheels. A 3 speed sliding gear transmission provides the drive from the primary, shifting through a hand lever on the right side of the bike. The throttle is typical Indian and on the left grip of course. This little Scout could easily become one of your favorite motorcycles to enjoy.

\$28,000 - 32,000

175

1974 LAVERDA SFC 750CC STREET LEGAL PRODUCTION RACER

Frame no. LAV.750C1.17145

Engine no. 17145

- From the Asprey Collection
- Electric starter



Mention sporting Italian twins from the 1970s, and the Ducati 750 SS springs to mind – rightfully so, the ‘Green Frame’ is an important motorcycle. There are those, however, who swear by a different machine, the Laverda 750 SFC. British columnist LJK Setright, never one to shy away from an opinion, reckoned the SFC had earned a “rightful place among the elite of the world’s motorcycles.” Backing up that claim, he offered that the Laverda had been “proven in the most punishing of long-distance races, it was fast, tireless and very well behaved, a machine of connoisseur quality.”

Not much was known of Laverda when the company pulled the wraps of its SF roadster, powered by an inclined parallel-twin obviously influenced by Honda’s 305cc overhead-cam Super Hawk. But the enlarged design proved its mettle in 1968 when Laverda entered four prototypes – two 650s and two 750s – in the prestigious Giro d’Italia, held on public roads. The results? Victory in the 650cc class, with all four bikes impressively placing in the top 10 overall. The Laverda family got its start making farm tractors so it reasons that their motorcycles were stoutly built

In 1971, Laverda shocked sensibilities with the blaringly orange 750 SFC, a thinly disguised production racer that proceeded to embarrass other makers in European endurance races of the day: 1-2 at Imola; 1-2 at Zeltweg; 1st and 4th at the 24 Hours of Oss; 1-2-3 at the 24 Hours of Barcelona; 2nd at the Bol d’Or; 1-2 at Modena, 1st at Vallelunga. Not a bad debut season!

SFCs were built in limited numbers, just 550 produced between 1971-76. This matching-numbers example is a North American-specification bike that has been nicely restored. It retains its U.S.-market Nippon Denso gauges, Jota bars, Japanese switchgear and left-side Sebring mirror, matched by another on the right. The 2-into-2 exhaust is one of two options available, although the mufflers would have been bright chrome and the headers flat chrome originally (now ceramic coated). This bike’s early history is unknown until 1992 when it was sold by Big Boys Toys in Fort Worth, Texas. The current owner bought the SFC from a gentleman near Dallas in 2015 and then had Fort Worth wrenching luminary Perry Bushong bring it back on song, mileage at that time noted as 22,524mi.

This is a near-original-spec example of a very rare machine, Italy’s ‘other sporting twin,’ that to many clued-in collectors matches the desirability of the iconic Ducati 750 SS, and in at least one area does its contemporary rival one better – the SFC can burst into life with its electric starter!

\$50,000 - 60,000

176

1975 DUCATI 750 SS

Frame no. DM750 SS075437

Engine no. 075425DM7501

- Limited edition rare factory hybrid super sport
- Original right-side gear shift
- Current ownership since 2000



The legendary 1974 'Green Frame' Super Sport, the round-case 750 SS, is perhaps the most sought-after production Ducati. The year after that machine's production run, Ducati introduced the square-case 860 to replace the 750 and become their superbike standard bearer. As sometimes happens with the Italians, though, things did not go exactly as planned. Because of displacement limits on racing classes in certain markets, some distributors still wanted 750 or 900cc bikes depending on their national rules.

Ducati launched the 860 series as planned, but in April/May of 1975 they also built approximately 495 750 and 900 Super Sport models, primarily for Australia, Canada, Italy and South Africa. These blended the rounded styling cues of the green-frame 750 SS with the stouter bottom end and angular cases of the 860, topped with the original bevel-drive desmodromic heads. Unlike the 860, these were based on the earlier 750 frame, and were built without regard for the emissions and noise restrictions then coming into vogue. These factory hybrid SS's were an enthusiast's dream. When you combined their features with beautiful styling – solo seat, rearsset footpegs, clip-on bars, a half fairing and twin disc brakes – it was obvious Ducati had created a masterpiece. Ducati guru Ian Falloon described the limited-edition SS as, "...one of the finest of all Ducati production motorcycles," and backed his claim by running one.

Believed to have made its way to America from Australia, this 1975 SS retains its original right-side gearshift. In current ownership since 2000, the bike was completely gone through by a Ducati expert immediately after purchase, ridden sparingly, then retired to static display in an architectural office. It will provide a new owner with the opportunity to own one the last batch of bespoke, hand-assembled 750 Super Sports. None were sold in America when new, and when riding this Italian exotic today it is unlikely a rider will meet another one on the highway.

\$40,000 - 45,000

1961 HARLEY-DAVIDSON KR7TT RACER

- As raced at the 1964 AMA Daytona 200



Consider that the KR-model was Harley-Davidson's first race bike to employ a foot shifter and hand clutch when it was introduced in 1952, and that it battled with great success for almost the next 20 years with an 'old-fashioned' 750cc sidevalve powerplant, right up until the advent of Milwaukee's ohv XR750 and faster multi-cylinder rivals from overseas. In fact, from 1954-66 KR7s won 12 of 13 AMA Grand National Championships, ridden by greats Joe Leonard, Brad Andres, Carroll Resweber, Roger Reiman and Bart Markel.

During those years, anyone with the money could walk into a Harley-Davidson dealership and order up a KR750 flat-tracker or, like this bike, a KR7TT. As the model name suggests, the latter was suitable for TT steeplechases, or with fairing attached and different gearing, it was a road racer. In 1966, the base KR7TT would set you back all of \$1425. Buyers had options to specify, like three sizes of gas tank – 2¼, 3¾ or 6 gallons – and a 3qt. or 6qt. oil tank.

Three kinds of seats were available. Wheels could be steel or aluminum, 18 or 19 inches. The standard 8in. front brakes could be updated with a big Daytona-spec stoppers. Three types of handlebar were on offer, plus a myriad of gearing choices both internal and external.

This 1961 KR7TT was campaigned by New Jersey privateer John Crawford, a journeyman racer on the AMA circuit, who interestingly enough was said to be an apprentice to Albert Einstein before going on to teach at Princeton University. In the 1994 Einstein movie I.Q., Harley-riding character Ed Walters, played by Tim Robbins, was apparently based loosely on Crawford. On the track, Crawford ran a pair of KR7s, a dirt-tracker and this road racer. It has been fully restored to its 1964 configuration, when Crawford entered the Daytona 200, the first running of the race in which motorcycles ran the 2.5mi. track's high banking. He retired on lap 16, credited with 52nd place, while Roger Reiman went on to win the race on a similar-model KR7TT.

\$35,000 - 40,000

178

1954 HARLEY-DAVIDSON PANHEAD

Engine no. 54FL2385

- *In long-term ownership*
- *Many desirable accessories*



Harley-Davidson was in a celebratory mood in 1954. After all, the Motor Company had been in business for a half century, beginning from the dawn of the motorcycle industry. Their current Big Twin offering at the time was a machine first offered in 1948, the Panhead. The Panheads differed from the earlier Knuckleheads primarily by their distinctive valve covers which contained hydraulic valve lifters, catapulting Harley-Davidson more into the modern age of motorcycling, though on their terms as no one else was producing a large displacement, heavy weight touring motorcycle. Motorcycles of that period were evolving quickly. The British bikes vibrated, the few new Japanese motorcycles buzzed while the Harleys still shook.

The ever conservative Harley-Davidson company continued to improve their offerings through 1954, producing three different frames in that single year. The new Jubilee trumpet horn was mounted between the cylinders, one of the reasons for multiple frame offerings. The Panhead featured aluminum cylinder heads and now the oil passages were drilled, eliminating external oil lines. Faster action throttle and spark controls were brought over from the Model K Harleys. Motorcycles were available with either the old hand shift, favored by the police departments or a new foot shift transmission presenting new foot and heel levers that appealed to the average street rider.

The 1954 Harley-Davidson was named the “Hydra-Glide” in reference to its telescopic front forks. Rear suspension was still years away. The Panhead was designed to put on miles comfortably. In their time, they were the pre-eminent touring bike on the roads of America. With Indian now gone, it left only Harley-Davidson to carry the flag of American heavy weight motorcycles.

This 1954 Harley-Davidson Panhead, a 74 OHV Sport Solo high compression engine, being offered for sale is nicely restored, in a custom paint of dark green on black, highlighted with red and cream pin striping. On the traditional Harley fenders, an Anniversary badge is proudly displayed on the front fender tip. Also atop the front fender is period accessory of a “Cometeer’s helmet with blue translucent lens and helmet fin. On the rear fender there is a chrome factory carrier with black leather saddlebags. This motorcycle features a foot shift transmission. There’s plenty of bling on this motorcycle to keep any accessory addict happy, including a cookie cutter bumper and fender rails front and back. The bike also has the first year optional dual exhausts. Sales of the Big Twins had been in decline since their introductory year in 1948 with the production of 1954 FL’s at about 60% of that leading year, making this motorcycle highly collectible. This ‘54 Harley Panhead is set up to enjoy on the highways and is ready for that next excursion on a very roadworthy vintage motorcycle to your favorite destination.

\$20,000 - 25,000

1962 LITO 500CC MOTOCROSS RACER

Engine no. 1506

• *A rare 1960s FIM World Championship Motocross contender*



The Lito story is very short. Lito, short for Litoverken A.B of Helsingborg, Sweden, existed only from 1958 to 1965. Yet its impact was huge. The tiny Lito company was founded by a young Swedish motocrosser, Kaj Bornebusch. He was the son of a lithographer who sponsored the effort of designing and building their own race bike. Yet its story is really the story of three Swedish motorcycle brands – Monark, Lito and Husqvarna. Monark of Varberg, which was founded in 1908, specialized in bicycle, motorcycle and moped engineering, hand-built an Albin-engined 498cc single scrambler (weighing 282lb), first with a BSA gearbox then an AMC, that just happened to win the World Championship in 1959 with Sten Lundin riding (and came 2nd the next year) – and then withdrew after the unexpected death of its team manager, Lennart Varborn. Lundin, was, however, given his winning bike. In 1961 Monark merged into Monark-Crescentbolagen, and today belongs to Cycleurope.

The half-a-handful of leftover Monarks was obtained by Lito and Bornebusch, Lundin and designer Nils-Olov “Nisse” Hedlund set about modifying Lundin’s bike to Lito’s specification which to start with mostly consisted of painting it green and labeling it accordingly. Sten Lundin won the 1961 FIM 500cc Motocross World Championship on his hybrid Lito. The next year Husqvarna hired designer Nils Hedlund to build motors joining Ruben Helmin and Morgan Hjalmarsson with the collective brief to design a Husky “as good as the Monark and the Lito.” Husqvarna had early success for both Bill Nilsson and Rolf Tibblin rode the new bike to victory. And Lito closed its door soon after.

Most Litos were built of modified British components: BSA frames, Norton forks and front wheels, etc. and modified Gold Star cylinders and cylinder heads. The first “complete” Lito 500 engine had an 82mm bore x 92mm stroke resulting in a reported 48 horsepower. In parallel in 1960 through 1963, Monark produced frames for Lito together with fuel tanks and some other small components. No more than 35 Litos were assembled with a BSA gearbox and Norton Roadholder, Maico or Ceriani forks and Praenafa wheel hubs, and sold as bespoke “production” racers

By the mid-1960s this rare Lito 500 motocrosser was in Germany and reportedly abandoned in a “secret” collection. Then it came to the USA. The seller reports that the bike has a BSA Gold Star scrambler frame with a Gold Star gearbox. It has a Maico fork and Borrani rims. The Albin engine has a “revised” crankshaft with a 100mm stroke, 79mm Mahle piston and cylinder (the “classic” Norton bore and stroke, and the same as Lundin’s championship engine), Rickman/Enfield primary chain case, Amal carburetor, and competition magneto.

This hugely rare “classic golden era” motocrosser presents very well, providing a unique opportunity to the dedicated collector. It is reported to be in very good running shape, starts easily and idles well and is trouble free.

\$30,000 - 35,000

180

1961 BSA 500CC GOLD STAR CATALINA SCRAMBLER

Frame no. CB32C.653

Engine no. DBD34GS-5895

- *As Imola is to Ducati, so Catalina is to BSA*
- *Fresh from ground up restoration*



There's never been a more versatile motorcycle than the BSA Gold Star. Introduced in 1938, the bike really hit its stride after World War 2, available in either 350 or 500cc displacements and outfitted from the factory in various specifications, including touring, trials, scrambles and road racing. Fitted with its signature "big fin" alloy cylinder from 1956 the DBD34 Goldie went on to competition glory in every venue from the ISDT enduro to AMA flat-track racing to outright domination in the Clubmans class at the Isle of Man TT. Production ceased in 1963 with Lucas no longer supplying the magneto and the Goldie not being suitable for further development – unit construction? – and the C15 took over, it morphing into the B50 via the B40, and another world.

It was a California race that gave the Gold Star yet another variant, one of its most famous. In 1956, BSA rider Chuck Minert added a 5-gallon gas tank to his 500 scrambler, plus a scooped front brake and 19-inch front wheel, coming home first place in the prestigious Catalina Grand Prix ahead of almost 1,000 other riders. Catalina Island, the race location, was off the California coast, ever in view of the BSA west coast distributor Hap Alzina, who was never one to let a marketing opportunity, especially in his backyard, go to waste, lobbied the factory for a production replica of Minert's winning bike. Thus the Gold Star Catalina Scrambler.

As with many a dirt bike, their early history is missing. The vendor found this superb example recently still in excellent condition but in need of cosmetic restoration. It has received what it needed, both mechanically and aesthetically, and now presents very well. The tank was re-chromed and painted, and the blowing exhaust replaced with a replica from Armour Motor Products in the UK – this Catalina had the megaphone from the outset. The original seat vinyl was still very presentable so it stayed. The bike came with the rare competition rear hub and quick-change rear sprockets – it remains installed.

To its huge advantage it comes complete with California registration and so its new owner could indeed ride it out and be home before dark – no lighting kit was ever installed. This wonderful Catalina radiates character that takes one back to the California coast in the early 1960s with Catalina in the haze offshore.

\$18,000 - 20,000

181

C.1954 MV AGUSTA 175CC CSS SQUALO PRODUCTION ROAD RACER

Frame no. 410031/5V

Engine no. 450390/5V

- *Single overhead cam*
- *5 Speed*



MV Agusta's factory race team had been developing 4-strokes for some years and in 1952 achieved its first major international success when Cecil Sandford secured the 125cc World Championship – MV's first. For the following season, MV made available a single-cam, version of Sandford's works dohc racer, the Sport Competizione, which rapidly became the mount of choice among privateers contesting the quarter-liter class. In 1955 a second over-the-counter racer was added to the range: the 175 CSS Squalo (Italian for shark.) Developed from MV's 175cc roadster, the CSS used the latter's monoalbero or sohc engine, up-rated with a five-speed gearbox and external magneto, which was installed in an entirely new set of cycle parts consisting of a duplex loop frame, Earles-type leading-link forks and swinging-arm rear suspension. The 175 CSS was intended primarily for Italian Formula racing, but quickly came to dominate the 200cc class in the UK and elsewhere, despite a list price higher than that of a Manx Norton! In fact, it was one of these little MVs, bored out to 196cc, which provided the great Mike Hailwood with his first ever race win, at Oulton Park in 1957.

This beautifully restored example lacks nothing. It's quite stunning from every angle. On paper the 172.3cc single, with 59.5x62mm bore and stroke, and chain driven single overhead cam, pushes out 16 horsepower at 8,800rpm which with magneto ignition, a wet clutch and (/5V) 5-speed gearbox and a dry weight of 95kg enables the bike to fly to 150kph. This one is the proverbial jewel of shark! Offered on a Bill of Sale.



A spare engine and two fiberglass fairings are available to be shipped to the buyer post-sale at the buyer's expense. Please note that this bike is offered on a bill of sale.

\$25,000 - 30,000

1965 DUCATI 160CC MONZA JUNIOR

Frame no. 18430DM160

- *Western style handlebars*
- *Amaranth Red and silver*



Aficionados for the Ducati Monzas owe a debt of gratitude first to Fabio Taglioni who designed the first overhead cam driven valve system found on Ducati motorcycles back in 1954, and to Berliner Motors, a distribution company with the insight to import many English and European motorcycles into the thriving motorcycle market of the United States. Berliner had much influence over the manufacturers and could drive them towards his direction of thinking. At that time Ducati was marketing a 125cc single in the U.S. through Berliner. The distribution company felt American riders would have more interest in a slightly larger motorcycle than the 125, and urged Ducati to enlarge it. Taglioni enlarged his 125 to 156cc, thus the 160 Monza Junior was born 1964. Unfortunately, too many American riders were still not attracted to the diminutive Italian motorcycle leading to a lot of leftover Ducati left unsold. At one point, Berliner refused a shipment of the lightweight Ducati singles. The story on the Monza ended in 1970 when the Japanese manufacturers finally surpassed the little Ducati with their own brand of technology.

The incredible engine designed by Taglioni was an air-cooled, four stroke overhead cam, 2- valve single. The feature that hallmarked Ducati was the desmodromic valve actuation where the valves were opened and closed via beveled gears and cams driven through a tower on the side of the cylinder. There were no valve springs in this arrangement. With a compression ratio of 8.2:1, the Ducati was easy to start, an attraction to new riders unacquainted with kick starting a motorcycle.

The engine used ball bearings on the crankshaft and caged roller bearings on the lower end of the rod. A 22mm Dell'Orto carburetor fed the small cylinder which could achieve 90 to 100 mpg when ridden moderately. But the little motorcycle could cruise at a relaxed pace of 50-55 mph, and was capable of hitting a top speed of 63 mph for the early models. The transmission housed three gears for the Monza Junior through 1965, but a 4-speed gearbox was incorporated later. The chassis was based on the race-bred frame from the 125 Monza with Marzocchi forks providing the front suspension.

Looking at this 1965 Ducati Monza Junior, the first thing that impacts one's appreciation is the beautiful sculptured gas tank. It's a work of art. Your eyes then follow the lines of the bench seat and the single cylinder engine right through to the end of the Silenium muffler. Italian motorcycles are about having a romantic affair with the rider. The paint work is flawless on this motorcycle with a subdued Amaranth Red and silver, and highlighted with gleaming chrome. An item of influence from Berliner Motors is the western style handlebars preferred by American riders. Only weighing in at 234 lbs. dry, it is the same as many small race bikes, making it an easy chore to ride or move around. But out on the road is where the rider will appreciate this little Ducati. The handling is superb and it's a blast to ride. Don't look too long at this motorcycle because you too will fall in love with it.

\$8,000 - 10,000



183

1961 GILERA 175CC GIUBILEO

Frame no. 103744

Engine no. 103744

Gilera first sprang to prominence in the late 1930s, when its supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. Throughout the early 1950s it was the racers that again grabbed the headlines, the Arcore marque's fours taking five manufacturer's titles and six individual championships in the hands of riders such as Duke, Liberati and Masetti. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority of machines sold were lightweights based on the overhead-valve 125 single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple ohv singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s. The name "Giubileo" was first used by Gilera in 1959, the year that the company celebrated its Golden Jubilee. The lovely late, now rare, model was complete, though shabby and unloved until treated to a ground-up restoration with 10 coats of hand rubbed clear (by a Pebble Beach concours award winning painter) were undertaken together with re-triple-chroming (including the rims), re-upholstery, NOS cables, plugs, wiring harness and rubber parts. New polished stainless spokes and tires. And the speedometer was rebuilt as was the carburetor. The motor itself and 4-speed gearbox were subject to a bottom-up restoration...new bearings, rings, seals. You can be sure it has its full 9.5bhp at 6,500rpm running strong. The only non-stock part is the new AGM battery.

**\$4,000 - 6,000
WITHOUT RESERVE**



184

1957 MV AGUSTA 125 TURISMO RAPIDO LUSSO

Frame no. 632004

Engine no. 631372

Much better engineered than any British contemporary, the Turismo Rapido (TR) series of MV tiddlers was by the mid-1950s four-stroke powered. Neat and simple, the 125cc motor was an overhead two-valve, 54 x 54mm bore/stroke, with 8.5:1 compression ratio for 6.5bhp at 6,000rpm, in-unit with a wet clutch and 4-speed transmission. The carburetor was a Dell'Orto matched with flywheel-magneto ignition. The chassis by 1957 was a double cradle tubular and pressed steel structure with a telescopic fork and twin rear shocks. 60mph was often achieved by commuter and sports rider alike. There were several sub-models of TR, of which the TRL was one; it's similar to the GT. This Lusso edition was purchased in Italy some seven years ago as a veritable basket case and it has taken six years to complete the frame-up restoration – the search for the correct parts seemed never ending. Painted to perfection with hand made replica tank decals, "complete restoration" doesn't begin to describe the work that has been undertaken. The engine itself was rebuilt around a NOS connecting rod – the original was plain worn out – by Raceway of Salem, Oregon whose paperwork is in an accompanying history file. An optional (original MV Agusta) speedometer was sourced together with the right-angle drive, and restored in Atlanta, and installed. An NOS front fork was also installed. This now extremely rare Lusso is a tribute to MV and to the restorer. It's exquisite: a jewel, no less.

\$6,000 - 8,000



185

1958 VESPA 150CC VB1

Frame no. VB1T76969

The VB1 was the last of the line for the original, wide-body, so-called "handlebar" Vespa 150s with 8-inch wheels. They are very rare as they were made only for one year until the narrow, large frame body style debuted in late 1958. The B1 being the last of the line, they benefitted from all of the incremental improvements to the motor and styling that Piaggio had introduced over the previous decade of Vespa production. Most notable of the styling changes from previous 150s were the enclosed handlebars and speedometer that had previously only been used on the GS Vespas. The dramatic lines and fine details such as the tail light frame and chic speedo make the VB1 a most attractive and collectable model. This classic Vespa was the subject of a no-expense-spared restoration at Bello Moto in San Francisco. Both the visuals and the mechanicals are dazzling. The two-stroke motor and bar-shifting transmission, suspension and brakes, were dismantled and fully refurbished and rebuilt as needed using NOS parts. The 1,056km on the odometer may not be original. For all intents and purposes this VB1 is new again.

\$6,000 - 8,000



186

1970 LAMBRETTA DL 150

Frame no. SX150206680

Although best remembered these days as a 1960s style icon favored by the British fashion conscious Mods, the Lambretta motor scooter - together with Piaggio's rival Vespa - had been intended as basic transport for the non-enthusiast masses. This Italian-built DL 150 is particularly rare because it was in the U.S. from new. Innocenti pretty much shut down their US sales division in the late 60's, and the last Lambrettas sold in any number here were the SX200/150Special/Li150. However, a handful of DL/GP's were imported, mainly for use by municipal fleets. Several police departments on the East Coast used Lambrettas for traffic duty. While it is uncertain that this one was officially imported, it is clear that it was in the US from the beginning with the main proof the parking sticker from the University of Virginia from 1971. The paint on this scooter is thought to be original. The scooter when acquired by the seller had upgraded motor, and the cylinder was no longer original. Staying with that theme the motor was gone through top-to-bottom keeping the modifications in place. The aim was to keep it externally stock looking but to build a very quick and reliable scooter. A new high performance cylinder, upgraded carburetor and exhaust, electronic ignition, even a new high performance crankshaft were installed for maximum reliability, first, and performance, second. To quote the seller, "This scooter cooks! It's got all the best stuff."

\$6,000 - 8,000



187^Ω

1949 INDIAN-VINCENT FACTORY PROTOTYPE

Frame no. RC4392

Engine no. F10AB/1/2492

- *One of a kind, ultra-rare motorcycle*
- *Matching numbers example*
- *Authenticated and recognized by the Vincent Owners Club*



The year 1949 was a tumultuous one for the Indian Motorcycle Company in Springfield, Massachusetts. The company was beleaguered on several fronts, most entirely due to finances. President of Indian, Ralph Rogers, was envisioning the future of motorcycling belonged to lightweights, like the Japanese manufacturers would confirm in a few short years, but his Torque series motorcycles were six months delayed leading to a loss of income, plus the manufacturing costs were double the estimated costs. Add injury to insult, the British currency was devalued so any advantage of the new lightweights against the English motorcycles was erased.

Rogers invited Phil Vincent of the Vincent Company to visit Indian during his tour of the U.S. dealers where the two men devised a concept to create a blend of the Indian Chief and the Vincent motorcycles. The compromise would have helped Indian with a modernization of the venerable Indian Chief with less investment funds, and also would have helped the Vincent by supplying engines. The plan entailed two prototypes; one would be a Chief with a Vincent engine installed and the second would be a standard Vincent Rapide customized with Indian parts recognizable to the Indian faithful. The proposal would supply 50 units of the former prototype, the Vindian, per week and the delivery of 20 units per week of the latter prototype, the Indian-Vincent. Sounds good on paper but Indian never followed through on the plan following the prototype stage, leading Vincent to enter into receivership due to purchasing materials for the business plan that would never happen.



Vincent engineer, Phil Irving took on the project of the Indian and Vincent combinations. He completed the Vindian project within a month of hard work, fitting the engine from a Vincent Rapide into the 1948 Chief. The bike was road tested and following the necessary photo sessions, the project was dismantled, the Indian put back together and returned to the U.S. The second project entailed the blending of Indian parts to a 1949 Vincent Series C touring Rapide. The Indian-Vincent wore a Delco generator and regulator, a 1940 style fender light, a stock Indian tail light and headlight, an Indian ignition/lighting switch, stoplight switch, dimmer switch and horn. This prototype used a later die cast kick starter cover and timing cover which had Vincent on the cover instead of H.R.D. The rocker covers were also transitional, not bearing the Vincent name. Also mounted were crash bars and western style handlebars to make the motorcycle more receptive to American riders.

Towards the end of 1949, Ralph Rogers resigned as President of Indian due to mounting internal pressures, and in December, Phil Irving also retired from Vincent. Irving was presented with the Indian-Vincent, now stripped of its Indian parts which he mounted his Blacknell sidecar full of this tools and moved to Australia. Irving rode the "Vincent" until 1953 when he traded it for a Vauxhall Wyvern sedan. Then the Vincent disappeared until 2001. It came into the hands of the current owner who started to recognize that certain parts weren't correct when he learned the true history of this very special motorcycle. Pieces of the motorcycle which had been modified for the fitting of Indian parts still remained, and correspondence with Phil Vincent's son-in-law confirmed that his Vincent was the actual prototype for the Indian-Vincent. Special stampings and the serial numbers were vindicated in this research.

The owner had to decide how to restore this relic of a motorcycle. Should it be returned as a Vincent and go unrecognized among other Vincents, or should it be restored as the iconic project between two great motorcycle companies? Luckily its history has been preserved as the Indian-Vincent won out. However the project wasn't simply restoring Indian parts back onto the Vincent. The owner had to fabricate missing parts such as the shift linkage which was on the left hand side of the motorcycle as on the prototype, fighting through the same complications as Phil Irving did back in 1949. It was a monumental effort with spectacular results.

This one-of-a-kind, ultra-rare motorcycle has been beautifully restored and is in operating condition. It has a gorgeous black finish with the Indian-Vincent name proudly on the gas tank, and features all the Indian components as it did back in 1949. The motorcycle has been recognized and authenticated by the Vincent Owners Club. In favor of riding this unique piece of history in today's world, the electronics have been updated to 12 volts. Its American flavor is immediate with the Western style handlebars. Now you have this special opportunity to own a priceless piece of American and British motorcycling history. As it has been said in the past, an opportunity like this only comes along once in a lifetime. Make it your lifetime.

\$250,000 - 300,000





The Indian Vincent photographed by the factory, 1949



From the private collection of Ewan McGregor
2012 INDIAN LARRY PANHEAD CHOPPER

Frame no. PA1RW1C28BN127033

- Panhead-style Pandemonium 88ci motor
- Christened 'The Machine'



Every movement has its prime movers, and so it was with 'Indian Larry' Desmedt, one of the leading lights of the neo-chopper movement in the late 1990s and early 2000s. Charismatic and quote-worthy, Indian Larry was a fan favorite on the highly rated *Biker Build-Off* television shows, where his rideable throwback choppers stood out in stark contrast to the frilly, over-the-top creations of some of his competitors.

Demand for his old-school customs was so strong that in 2000 Desmedt and his partners formed the Gasoline Alley bike shop in Brooklyn, New York. Chopper building to Indian Larry was more than just mechanics and metalwork, it combined artisan skills like sculpture, painting, engraving and leatherwork. "As far as I'm concerned, it is one of the highest art forms, because it combines all media...it's just a lot more than any one single medium," he told viewers. Sadly, Desmedt was killed in 2004 while performing stunts at a bike show.

This chopper, running a Harley Panhead-style Pandemonium 88ci motor, was built in 2010 at the reformed Indian Larry Motorcycles. Christened 'The Machine' because of its sparse bare-metal beauty, the bike caught the eye of a visitor to the shop, Scottish actor Ewan McGregor. Movie fans know McGregor from his roles in 50-plus films, including a young Obi-Wan Kenobi in the *Star Wars* series and Christian in the musical *Moulin Rouge*.

Motorcyclists are more apt to be impressed by McGregor's riding résumé, which includes the travel documentaries *Long Way Round* and *Long Way Down*, in which he and longtime riding mate Charley Boorman go globetrotting on a couple of BMW adventure-tourers. A fan of Moto Guzzi's old and new, for the past four years he's been spokesman for the Italian company. His ever-changing collection of motorcycles is wide-ranging, with everything from track bikes to 1960s classics to customs, so the Indian Larry chopper was a natural fit for McGregor.

\$22,000 - 26,000

189

From the private collection of Ewan McGregor
**2009 MOTO GUZZI VINTAGE CALIFORNIA
WITH WATSONIAN MONZA SIDECAR**

Frame no. H1507

Engine no. A60688

- Only 573 miles from new
- Fitted with Watsonian Monaco DL single seat sidecar



Long Way Round? Long Way Down? Not with this outfit. It would be foolish to estimate how many 2009 Moto Guzzi Californias have been attached to Watsonian Monaco sidecars – with the sidecar on the right, American-style – but it cannot be many. Unique? Probably not, but certainly few and far between. But such an outfit owned by one Ewan McGregor? Unique. No question.

As *CycleWorld's* Peter Egan put it: "Every time I saw the Guzzi in my rearview mirrors, I flinched and wondered if I should pull over and produce my driver's license for the man with the big shiny boots and Ray-Bans. The Guzzi's classy retro styling... hearkens back to another era, when a 629-pound bike with hard saddlebags and chromed engine guards was considered huge rather than charmingly minimalist. The look and sound of the Guzzi goes all the way back to the V700s, Ambassadors and Eldorados of the late Sixties and early Seventies, so you'd expect it to be outclassed... Nevertheless, the California Vintage seemed to hold its own...and nearly all our group placed it among their three or four favorites.

With its excellent Brembo brakes and quick steering, the Guzzi was great for attacking tight corners, but the bike developed a noticeable high-speed weave in the 80–100-mph range. Turning the steering damper to full strength calmed this down to a merely subliminal level.

Ride quality, though, was among the best of the bunch, feeling taut but not harsh. Both ends absorbed the brunt of almost all road bumps, making for an excellent ride unhampered by wallow or clown-effect bobbing. Perhaps what endeared the Guzzi most to our group was the feeling that this was a "real" motorcycle—light, efficient and no larger than it had to be, the product of logical development rather than an exercise in one-upsmanship. It's an enthusiast's bike."

The Watsonian Monaco DL is a modern single seat sidecar made in Moreton-in-the-Marsh (in the Cotswolds) England – the DL is defined by the sidecar's 10-inch alloy wheel. The cockpit is slightly wider than that of the GP and Monza allowing for a wrap-around windshield for greater passenger weather protection. In fact, a perfect attachment to a big Guzzi California.

Clearly this sale is a unique opportunity to acquire a rather special, virtually unused Guzzi-Watsonian outfit neatly handled by a genuine A-list-motorcyclist.

\$6,000 - 8,000

1969 VELOCETTE 500CC VENOM THRUXTON

Frame no. VMT1084C

- 1 of 1108 units produced
- Spotless restoration



As a family owned motorcycle manufacturer for nearly three quarters of a century, they had a lot to be proud of. Starting out as one of the pioneer manufacturers, mating a Belgium-made Kelecom engine to their chassis under the Veloce name, the company progressed through the decades producing innovative and well-made motorcycles. The brightest engineers in the industry passed through their works over the years, contributing to their world renowned reputation. As a small company, they took on the big guns of motorcycle racing, often winning over those odds. However in the late 1960's and early 1970's, much of England's once mighty motorcycle industry was on the ropes with many casualties. Velocette also was lost to the world in 1971, but not before providing one last outstanding thoroughbred motorcycle to the world of classic machines to be remembered.

The final evolution of the Velocette motor came in the M-series, with a 500cc MSS in 1954. The MSS was a newly designed single cylinder motor using pushrods for overhead valve actuation. The series also included a 250cc and a 350cc variant that were already in production. The new road bike was housed in Velocette's spring frame, an innovation that was the first swingarm suspension with hydraulic rear dampers in the industry. Another first was the adjustable rear shocks. This reliable and roadworthy motorcycle was soon joined by a sporting version named the Venom in 1956, probably as a response to the BSA Goldstar which was mopping up the clubman races across the UK.

The engine featured a high camshaft with short duralumin pushrods, enclosed valve gear and hairpin springs, a Wellworthy Al-Fin cylinder and light alloy cylinder head and Timken tapered roller main bearings on the pressed together crankshaft. The Venom engine produced 36 bhp with 102 mph top speed, close to the fabulous Goldstar. The last configuration came in 1964 with the Venom Thruxton, or just Thruxton as most enthusiasts refer to the bike. Named for the Thruxton 500 mile race win, this performance version of the Venom came with Clubman goodies such as rear set foot controls, clip on handle bars, alloy wheel rims and twin leading shoe front brakes. The specially tuned head had different valves while the engine featured short one piece pushrods and an Amal GP carburetor. The carb was secured to an extended intake manifold that required a distinctive cutout in the rear of the gas tank. The Thruxton produced 41 bhp and could attain 110 mph.

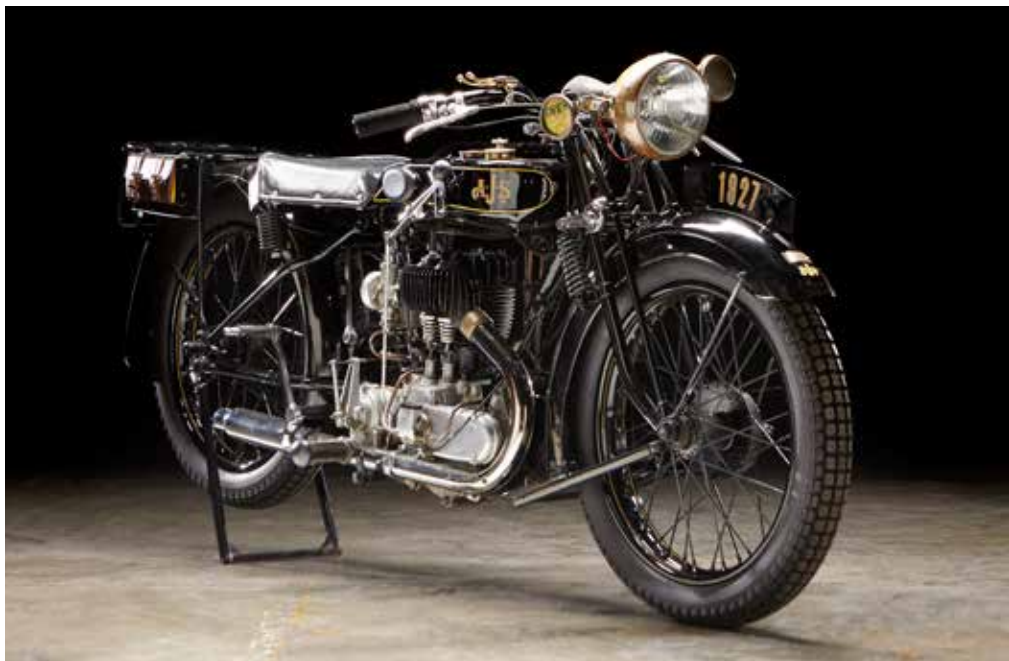
The 1969 Velocette Thruxton being offered for sale represents the most memorable machine from Velocette's list of road going motorcycles and one of only 1108 units produced. The restoration is spotless and features a fresh finish in silver for the gas tank and a dark blue frame and forks, standard colors for the Thruxton. Velocette's traditional black livery was an option for the Thruxton, and some machines were repainted in the latter color by owner preference. The gearbox has the close ratio gear set with 4 speeds in a reverse quick shift pattern from the regular road machines. When a bystander listens to an oncoming Thruxton, they don't hear a growl, a multi-cylinder wail or senseless racket...they hear the unforgettable bark emanating from the Thruxton's signature fishtail muffler. Velocette may be gone now but left us with this lasting memory from clubman racing in days past.

\$32,000 - 36,000

191

1927 AJS 498CC MODEL 9 SIDEVALVE

- Winner of multiple concours trophies
- Less than 300 miles since last restored



Originally a manufacturer of proprietary engines, A. J. Stevens Ltd. of Wolverhampton introduced its first complete motorcycle in 1911, a lightweight sidevalve single displacing 292cc, the deluxe model of which was equipped with a two-speed gearbox, an advantage enjoyed by few contemporary rivals. By 1914 the brand's engineering excellence was making news at the Isle of Man TT, achieving a historic breakthrough when a two-speed AJS won the 350cc Junior event, the first such victory by a single-cylinder machine. Another 'Ajay' came home in second place. From then on, a 350cc sidevalve remained a fixture in the AJS range, improved year upon year, and was joined in 1927 by a half-liter version, the Model 9.

This 500cc Model 9, a classic 'flat-tanker' and winner of multiple concours trophies, is an older restoration, having been completely gone through by specialist Ron Weaver in the 1980s. At one time it was owned by respected collector/restorer Eddie Arnold before passing to current ownership. The Model 9 has covered less than 300 miles since restoration and most recently has remained on static display, so will need the usual light recommissioning before taking to the road once more.

\$15,000 - 18,000



192

1956 NORTON 600CC DOMINATOR 99

Frame no. 14/73243
Engine no. 14/44425

• *Beautifully restored*



Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox.

Norton's 500cc twin-cylinder engine first appeared in the racing singles' Featherbed frame in November 1951 as the Model 88. Introduced for 1956, the 596cc Model 99 was outwardly identical to its smaller brother. Endowed with greater power and higher gearing that enabled it to top the magic "ton", the 99 retained all the excellent handling and steering characteristics associated with the "wideline" Featherbed chassis. The model remained essentially unchanged, apart from gaining alternator/coil-ignition electrics for 1958, until dropped in 1962. Updated year by year, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics, coil ignition and - for 1960 - the narrower "slimline" Featherbed frame among other improvements. Production ended in 1962.

Globally, Dominator 99s are remarkably uncommon perhaps because, as the seller remarks, they have morphed over the past 55 years into Tritons and other Featherbed specials. Plenty of Dominators retained their engines just receiving a tank, seat and other cycle parts make-over that made them into a café racer. Stock specification Dominator 99s, like this one, are remarkably rare. It's in excellent condition and ready to ride or show. : "What looks right, is right" right down to the bluing of the exhaust header pipes. Perfect..

\$6,000 - 8,000



193

1966 BSA SPITFIRE MARK II

Frame no. A6557140

Engine no. A6557140

- Featured in *Rider Magazine*
- Original gas tank included in the sale
- Amal GP carburetors



Introduced in 1962, the A65 twin was the unit-construction follow-on to BSA's venerable A10 series. Marking it as a bold new step forward, the engine was treated to streamlined 'power egg' styling, the shape especially evident in the alloy side cases. Soon the company catalog would carry no fewer than 11 different models powered by the new engine, in both 500 and 650cc displacements.

In 1966 one of those A65 variants was the sporty, stylish Spitfire MkII, with alloy rims, lots of chrome and polished alloy, and a jaunty (if short-range) 2gal. gas tank. "The Bomb from Birmingham," wrote *Cycle World* magazine, calling the BSA a prime example of a 'road-burner,' and noting that "such motorcycles are not made for economy, in either purchase price or daily operation – they are made to go, and to look good and sound sporty." The bike definitely had the speed to back up its style, proved later that year when the magazine took a Spitfire to 117mph, making it at the time the fastest under-750cc street bike CW had ever tested.

This matching-numbers 1966 Spitfire has been a Southern California bike for most, if not all, of its life. It retains the stock twin Amal GP carburetors and its fiberglass sidepanels carry the correct winged BSA 'flash' badges. In the same ownership for the past 11 years, the BSA has been regularly serviced by marque specialist R.C. Phillips, who also carried out restoration work as needed.

In deference to today's ethanol-laced pump gasoline, the original fiberglass fuel tank has been retired, replaced by a magnificent aluminum replica hand-hammered by Evan Wilcox, acknowledged master of alloy motorcycle components. The original gas tank, in excellent condition, is included in the sale. The machine was featured in *Rider* magazine's "Retrospective", a copy of which is included in the sale.

**\$6,000 - 8,000
WITHOUT RESERVE**



VINCENT 998CC SERIES B TOURING RAPIDE

Frame no. R4044

Engine no. F10AB/1/2144

- Matching numbers
- VOC documented



When Vincent got back to the business of making motorcycles after WWII, it was with the all-new Series B machines, which established the marque's reputation for defiance of convention in the pursuit of engineering excellence. There was no frame as such, but rather a fabricated steel 'box' attached to the cylinder heads, that also served as the oil tank and incorporated the headstock and attachment point for the rear shocks. The gearbox was integral with the engine, and the swingarm pivoted directly in the engine/gearbox casings, features commonplace today but highly unusual 60 years ago. Introduced in 1946, the Series B Rapide was immediately the fastest production motorcycle on sale anywhere, with a top speed of over 110mph.

Modern journalist Neale Bayly rode a well-sorted B Rapide for *Motorcycle Classics* magazine in 2012, likening the bike to "an old locomotive with a full head of steam." He was especially surprised at the quality of the V-twin's pulling power, saying, "Feeling the effortless surge of the engine as we gather speed in a gentlemanly fashion, I marvel at the perfection of the action. No primary lash, no stutters or lurches as the clutch puts the power to the drivetrain and the rear wheel takes it to the ground, just the richest, soul-enlightening, two-wheeled experience imaginable."

This 1949 Touring Rapide is a fully numbers-matching machine, as attested to by Vincent Owners Club documentation. In current ownership for the past 10 years, it was a well-preserved older restoration when purchased, and has been ridden only a few miles since, spending most of its time on static display amongst a collection of classics. Two years ago, it received a thorough detailing, and at that time some minor damage was repaired, a new wiring harness was fitted and the dynamo was rebuilt by specialist Doug Wood. It is reported to be an easy starter, though as with any machine that has been sitting for some time, the next owner will want to perform the usual safety and mechanical inspections before riding.

\$70,000 - 80,000

195^Ω

1926 NIMBUS 746CC MODEL B

Engine no. T0 1090

- In current ownership for 42 years
- Late-production example



Motorcyclists often hear jokes comparing a Harley-Davidson to a vacuum cleaner, but here is a real motorcycle with direct ties to a vacuum cleaner. Denmark's partnership of Fisker and Nielsen produced electric motors back in 1906 and in 1910 introduced the first electric vacuum cleaner in Europe. Later, Fisker became enamored with the idea of motorcycles and built a few machines in 1918 and 1919 with mass production beginning in 1920.

The name Nimbus was chosen, which translated to "halo", referring to angels and saints. The motorcycle's engine was an inlet over exhaust, four cylinders with a displacement of 746cc. It produced about 10 horsepower achieving a speed of approximately 53 mph and had exposed valve springs on top of the motor. The transmission was a 3-speed hand shift gear box with a single plate clutch. Final drive was by a direct drive shaft to the rear wheel. The odd looking little machine was called the "Kakkelovnsrør" or Stovepipe due to its cylindrical gas tank being part of the unique flat strap frame. Front suspension was handled by one of the very first telescopic forks in motorcycling. A step starter was designed into the right hand engine case. Unfortunately, the motorcycle market was depressed in the 1920's and a heavy sales tax on motorcycles was levied, forcing the company to suspend production in 1926 after only 1252 machines were produced. Production didn't resume until the 1930's and continued until 1959 when cheap cars like the Volkswagen began to rule the roads in Europe.

This beautiful Nimbus from 1926, the last year of the company's initial production has been owned by one collector for 42 years and faithfully maintained. The finish is as good as a fresh restoration. It has been ridden to events over the years within 120 miles of the owner's home and has won many vintage awards, including at the Canadian Vintage Motorcycle Club events. This is a beautiful example of a finely operating and very rare, early Nimbus, ready for the enjoyment of a new owner.

\$26,000 - 34,000



196

1959 TRIUMPH 650CC BONNEVILLE

Frame no. 024819

Engine no. T120 024819

- *Unrestored*
- *First-year model*



Named after the famed Utah salt flats, site of Johnny Allen's 214-mph record run in the Triumph-powered 'Texas Ceegar' streamliner, the first-year Bonneville ushered in one of the most beloved and longest-tenured model names in motorcycling. Taking a cue from speed-hungry American tuners, it was fitted with an alloy splayed-port cylinder head, performance camshafts and twin carburetors, giving a nice 7bhp increase in power over the single-carb T110. Painted orange and gray, the original T120 came to be known as the 'Tangerine Dream,' and is today a bonafide blue-chip collectible.

American Motorcycling magazine was quick to trumpet the 650's performance potential. "The new Triumph Bonneville 120 provides the highest known performance of any motorcycle sold in the world today and will be the choice of the expert rider," they wrote in a preview article. Not many first-year Bonnies survived their first few years intact, however. Envisioned by the Brits as a light touring machine, the bikes were soon being hot-rodded by Yanks, meaning fenders got trimmed, mufflers were jettisoned, gas tanks changed out. Invariably ridden hard, the scrappage rate was high – and then the chopper and café racer movements hit!

That is why it is so remarkable to find an early Bonneville in this condition, authentic and cosmetically unrestored, described by one expert who has seen it in the metal as, "Completely original and untouched – I mean stunningly original." The only item on the bike not as-delivered is the rear fender because the damaged original was changed out, but in its place went an identical, original-paint replacement. Because the current owner was intent on keeping the patina but having a bike that was reliable, he completely went through the engine, gearbox and front forks, renewing and replacing internals as needed but leaving the exterior finish untouched.

\$30,000 - 35,000



197

1967 TRIUMPH 650CC BONNEVILLE

Frame no. T120R DU48568

Engine no. T120R DU48568

- *Ground up restoration*
- *90 test miles since rebuilt*



There's little argument that a late-1960s Triumph Bonneville is one of the best-looking Britbikes ever made, with just-right proportions and a jaunty, let's-go-riding attitude. More than that, by then the Bonneville had become a cultural icon in America. Writer Peter Egan may have put it best in a tribute to his 1967 Bonnie published in *Cycle World* magazine in 1980. "It provoked a bad case of 'XKE Syndrome' – impossible to park and walk away from without looking back over your shoulder," he said, referring to Jaguar's sultry E-Type, which friend and fellow journalist Henry Manney had once famously called "The greatest crumpet-catcher known to man."

This Bonneville 650 is a 1967 in Aubergine over Alaskan White much like the one that so impressed Egan. It has had a ground-up restoration, including engine, gearbox, suspension, wheels, wiring harness, electrics, chrome and cad plating. One useful and unseen deviation from stock is the addition of an aftermarket electronic ignition. Now showing about 90 test miles since the rebuild, the Bonneville's condition is described by the vendor as, "Everything works, ready to ride."

\$12,000 - 15,000



198

1948 TRIUMPH 498CC T100 TIGER

Frame no. TF23849

Engine no. T1008101098

- *Matching numbers*
- *Restored about 5 years ago*



No surprise that American riders preferred the T100 version of Triumph's 500 twin from its introduction in 1939. With its ported and polished engine internals, higher compression ratio, forged pistons and 1in. Amal carburetor, the T100 Tiger pumped out an additional 8bhp compared to Speed Twin – and on a good day, maybe with a slight trailing wind, was capable of the 100mph its model designation promised.

After a production hiatus during WWII, the T100 returned in 1946, now with a telescopic fork that featured two-way hydraulic damping. For postwar American riders, many of whom were accustomed to hulking big V twins, the nimble Triumph 500s were a revelation, as related in the book, *Triumph Motorcycles in America*: "New riders without allegiance to Harley or Indian who test rode a Speed Twin or Tiger 100 were often sold the first time they heeled the bike over into a fast turn. To others, the perfectly proportioned, unmistakable 'Triumph look' would virtually sell the machine." Available as an extra-cost option in 1948 was Triumph's rear 'Spring Wheel', a self-contained hub that included the brake drum and internal springing that gave a few inches of rear wheel travel, providing the rider with a measure of defense against potholes.

This matching-numbers, iron-barrel Tiger 100 was restored to a high standard about five years ago by the previous owners, a private Southeastern museum. The current owner has kept the bike unstarted in static display mode, though it should take little effort to bring the Triumph back to full road readiness.



\$14,000 - 16,000

1970 RICKMAN TRIUMPH MÉTISSE

- *Twin open exhausts*
- *Unit-construction 650*



British brothers Don and Derek Rickman were motocross champions and innovators. Both began their scrambles careers in the 1950s riding BSA Gold Stars, while the brothers' first 'special' consisted of a BSA duplex frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name Métisse, translatable as 'mongrel,' reflecting the bike's varied makeup. In 1959 came a purpose-built Métisse frame and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. An enormous success, the MkIII frame was produced in substantial quantities, proving popular for scrambles use, and as a desert racer in the Southwestern U.S. Eventually unable to compete with the Japanese factories, the Rickmans gave up frame making in the early 1980s, the rights to their designs passing to Pat French's firm, MRD Métisse, which continued to cater for the increasing 'classic' market.

Adaptable to a wide variety of four-stroke singles and twins, the original MkIII frames seem tailor-made for the Triumph 650 twin, as seen here. Actor/desert racer Steve McQueen was a satisfied Rickman Métisse customer, describing the nickel-plated, oil-carrying frame as a "revolutionary piece of equipment" in a 1966 *Popular Science* article. With the Triumph 650 engine installed, he said of the finished package, "The rig is the best-handling bike I've ever owned. And the power – it's like supersonic."

McQueen's Triumph Métisse looked very much like this one, with red Avon fiberglass bodywork and twin open exhausts, one pipe per side. Powered by a unit-construction 650, this Rickman has been restored in the past, showing bright nickel work and unmarred bodywork, though how long ago the work was carried out isn't known. In current ownership, the bike has not been ridden, instead it has remained on static display in a climate-controlled environment.

\$10,000 - 12,000



1912 FLYING MERKEL BELT DRIVE V-TWIN

- *The ex-John Viljoen*
- *Wonderfully restored example*



One of the earliest and brightest innovators in the fledgling market of motorcycles in the United States was Joseph Merkel, who worked out of Milwaukee, Wisconsin. He fabricated lots of 25 Merkel motorcycles at a time in 1902. A robust 316cc single cylinder machine, the keynote feature was his loop frame that placed the weight of the engine on level with the axles, enhancing the handling of the primitive bike. And undoubtedly the Harley and Davidson boys either copied his frame or actually purchased one for their prototype motorcycle. They were very good at gleaming the best of what they saw around them in Milwaukee.

A move to Pottstown, Pennsylvania in 1909 when Merkel joined with the Light Manufacturing Company who were already marketing an Indian look-a-like from Thor parts. The new joint venture sold leftover Thor engines in a fresh chassis but also introduced a new Merkel-Light in the familiar look of Merkel motorcycles using Joe Merkel's engine in a brand new concept; a spring truss fork up front and a spring frame for the chassis. Maldwyn Jones made Merkel famous on American dirt tracks starting with a competition machine he built from spare parts on his own time. In 1910, Jones became the national motorcycle champion on his Merkel. That year, the company introduced its first V-twin model. Adopting the name "Flying Merkel", the motorcycle was brilliantly conceived and marketed well. Available in a Royal Blue or Merkel Orange, it was an outstanding motorcycle in its day. Another move for the small company occurred in 1911 when Miami Cycle Mfg. Co. of Middletown, Ohio purchased the rights to the Flying Merkel to enhance their own market value by producing a premier motorcycle.





This 1912 Flying Merkel was once the personal motorcycle of Flying Merkel restoration expert John Villjon of Seattle, Washington. It is a flawless restoration, a perfect jewel in the antique motorcycle world. Finished in Flying Merkel's famous orange paint, the single speed, belt-drive bike is the 997cc atmospheric intake V-twin derived from the Pottstown acquisition the prior year. The engine turns with expensive ball bearings on each crankshaft pinion. The chassis has Flying Merkel's famous spring frame with the springs enclosed in tubing under the saddle, and the company's equally famous spring truss fork. There must have been a lot of Merkels junked in the late teens just for the front ends as the forks were prized by competition riders. Even the experimental Aces of 1923 wore Merkel forks. Reading Standard went as far as copying the forks for their factory competition machines.

This Flying Merkel of 1912 is an absolutely stunning motorcycle, restored to perfection by the most knowledgeable man of this marque. If you wish for perfection in a restoration, look no further than this outstanding Flying Merkel. The sale includes a bottle of special Flying Merkel orange paint used in the restoration and a collection of photographs featuring this motorcycle prior to its restoration upon request.

\$135,000 - 150,000



201

1927 BMW R42

Frame no. 12819

Engine no. 41899

- *Recently restored example*
- *Offered from a private German collection*



Motorcycles that the company follows to this day, 90-plus years after that first R32 was produced. In that bike we first saw his now-familiar transverse-mounted 'boxer' motor, its twin cylinders jutting out into the cooling breeze. Also there from the beginning was shaft final drive, as well as the marque's attention to engineering and focus on solid build quality.

But it was the R42, introduced three years later in 1926 that moved the brand more firmly down the road to profitability and success. Its redesigned and more powerful 500cc engine, now with heavily finned detachable alloy heads, made the bike a better tourer. With the engine repositioned in the frame for improved weight distribution, stronger, straighter front downtubes could be employed, sharpening the bike's handling. Braking too came in for attention: Gone was the arcane block-and-pulley type rear brake, replaced by a drum on the driveshaft gripped by external contracting bands.

Stylistically, the R32's quaint valanced fenders gave way to simpler, more modern looking sheetmetal. Electric lighting was still regarded as an extra and would not be standardized until 1928. Though all BMWs built up to 1941 owe much to the R42, its production lasted just three years, making this rare Beemer among the brand's most desirable and sought-after vintage machines.

A new restoration from Germany, this second-year R42 is in prime mechanical and cosmetic condition, ready to go trophy-hunting at concours events, or smile-gathering at rallies and rides – or better yet, both!

\$45,000 - 55,000

1908 INDIAN TRI-CAR QUICK DELIVERY VAN

Engine no. H-217

- Restored to the same specification as shown in the 1908 Indian catalog



Hendee Manufacturing Co., maker of the Indian motorcycle, was one of the pioneer innovators in the fledgling industry of motorcycles in the United States. They began with a handful of prototypes in 1901 featuring a small single cylinder engine secured into a frame that looked more familiar to a bicycle than what we think of as a motorcycle. The concept was successful with Indian producing increasingly more motorcycles each year, and quickly expanding into V-twin engines in 1906. From personal transportation, it was inevitable that commercial use would become important.

Variations from the solo "Motor Bicycle" were many in attempt to lure the customer to a machine that would successfully fulfil his needs. In 1906, Indian offered a "Tricycle" which had a paired wheel set mounted that replaced the front fork, providing extra stability to those unsure of their ability to ride a single track vehicle. If you wanted to carry a passenger, especially a gentile lady, then she properly rode in a chair mounted on the tricycle platform. Chivalry still was important in 1906. Add a box to the Tricycle and you had the "Delivery Van" that Indian promoted for both commercial use and for the person who simply need to carry a lot. These offerings continued through the 1908 year.

This 1908 Indian Delivery Van began as an engine restoration project of a rare 3 ½ hp single cylinder engine. It quickly evolved into a complete motorcycle when a Tricycle platform became available. The owner then began the painstaking process of refinishing, fabricating and repairing the parts to his three-wheeler. Required parts were painstakingly replicated to achieve a perfect restoration of this very unique motorcycle. It was a thrill for the owner to start his motorcycle 105 years after it was initially made.

The Indian with the Tricycle addition would have cost the new owner in 1908, \$325 for the complete machine. A Tricycle could have been purchased independently for \$125 if desired, and Indian promoted that the assembly could be swapped out easily to revert back to the motor bicycle if desired. The Tricycle featured Indian's "Independent Helical Suspension" on each of the front wheels while the handlebars were linked to the steering axle. The motor shows the first use of a mechanical intake valve on Indians. A single cam in the timing chest worked both intake and exhaust valves which allowed an actuator resembling a hacksaw to work the intake valve from a single tappet. This gave rise to the name "Hacksaw" engine to distinguish the mechanical intake valve over the older atmospheric valve. The motorcycle has been restored to the same specifications as shown in the 1908 Indian catalog. Finished in Indian's optional Indian Red which was a brilliant red compared to later machines, it is an exquisite motorcycle to admire and operate.

\$80,000 - 100,000

203

1956 TRIUMPH TR6 650CC TROPHY

Frame no. 71659

Engine no. TR6.71659

- Rare all-alloy-engined 650
- 10 miles since restoration



Success in the International Six Days' Trial (ISDT) in the late 1940s prompted Triumph to adopt the "Trophy" name for their off-road styled twins, at first for the 500cc TR5 and then for the 650cc TR6. Introduced for 1956, the 650cc Trophy featured the new "Delta" aluminum-alloy cylinder head of the Tiger 110 sportster. Its off-road pretensions were more style than substance though, amounting to little more than the painting of the cylinder barrel silver, the fitting of a smaller fuel tank, a siamesed (two-into-one) exhaust system and a 7-inch front brake, a "multipin" quickly detachable headlamp and larger-section rear tire.

The bigger Trophy retained its sporting character but became more of a roadster as time passed, ending up, in effect, as a single-carburetor T120 Bonneville. More tractable than the Bonnie – it featured an 8.5:1 compression ratio with 42bhp - and more economical too, the Trophy gave little away in terms of outright performance, the bike's standing quarter-mile time and top speed being within a whisker of its twin-carb sibling's.

The Trophy is considered by many to be Triumph's best all-round 650cc model. It continued in this form when Triumph's 650cc twins changed to unitary construction in October 1962. Styling and mechanical updates coincided with the Bonnie's from then onwards. The model lasted until 1973 when it was replaced by the 750cc TR7

In the US the TR6 was popularly known as a "desert sled", winning races throughout the late 1950s and 1960s. The bike's appearance in *The Great Escape* and Steve McQueen's fondness for the model are well known. Second only in desirability to the early Bonneville the pre-unit Trophy can only become increasingly collectible. This Trophy is a rare all-alloy-engined 650, one of less than 50 believed made in 1956. It is in supreme condition after a full restoration, now with only 10 miles on the odometer. In a previous life it spent its days as an exhibit on display and so has had very little use either before or after restoration. It can likely never be repeated.

\$25,000 - 30,000

1983 LAVERDA RGS 1000

Frame no. ZLVMDHA9D0000038

Engine no. LAV1000RGS2041

• *Unrestored and excellently preserved*

One of the final developments of the big three-cylinder Laverda, the RGS 1000 was the undisputed star of the 1981 Milan Show. A revised, less peaky version of the new-for-'82 Jota's 120-degree crank – now with perfect primary balance - rubber-mounted engine developed by former Fabio Taglioni disciple, and MV Agusta employee, Giuseppe Bocchi, distinguished the RGS from Laverda's other 1,000cc triples, though the most obvious difference was the elegantly aerodynamic Bayflex half-fairing that blended smoothly into the generously sized steel fuel tank and the dual seat's rear covered by a removable hump.

Less noticeable was the lowered frame and altered steering geometry that made the RGS more stable and easier to handle than its 180-degree predecessors. It was somewhat quieter too (the result of ever tighter noise regulations) yet the more restrictive silencers had seemingly little effect on the performance of a machine that, even in its new "civilized" form, could still reach close 140mph and race through the standing quarter-mile in a little over 12 seconds.

Testing a RGS 1000 for the UK's *Motor Cyclist Illustrated* in October 1983, noted motorcycling authority Mick Walker rated it highly, finding the big Laverda "a long-distance, high-speed muscle bike which in the right circumstances is perhaps the best there is for continental style motorways or high-speed A-roads."

The meaning of RGS isn't confirmed but Massimo Laverda, factory leader at the time, was once heard to say in English "Real Grand Sport", which is plenty good enough. This example was originally owned by West Coast photographer and long-time Italian bike collector, Guy Webster. He sold it to architect/collector Mortimer J. Mathews. It was then obtained by the vendor. With 14,700 miles on the clock, it remains in original configuration apart from the replacement aftermarket Works Performance rear shocks – unrestored but still nicely maintained and excellently preserved and ready to be ridden some more.

\$12,000 - 15,000

205

1949 VINCENT 998CC SERIES B SHADOW

Frame no. F10AB/1B/1938

Engine no. R3838B

- One of 76 built
- Older restoration
- Matching numbers



When it comes to Vincents, it's easy to get lost in the considerable lore swirling around the bikes. Excruciatingly hand-built...engine cases cast from melted-down Spitfires...fastest motorcycle in the world...easy 150mph straight off the showroom floor...too much machine for most mortal men. Trust *Cycle World's* sage Technical Editor Kevin Cameron to put things into perspective: "When I first learned about Vincents, it was their performance that had my attention. A few years passed and they assumed mainly antiquarian status," he wrote. "In time, though, I realized that the postwar Vincent twins illustrate a process of arriving at simplicity, partly by coercion and partly by design. Either way, 'frameless' construction pioneered by Vincent has now become a normal way to build motorcycles. Historically aware engineers like the late John Britten have given credit where credit is due. Functional simplicity is the best reason to remember and respect the Vincent name."

But it should not be forgotten that at the time, performance was the main driver behind the Black Shadow. The company's 'touring' Rapide was already one of the fastest things on postwar roads, but Phil Vincent wanted more. Despite opposition from management, Vincent pressed ahead with his plans and together with Chief Engineer Phil Irving, clandestinely assembled a brace of tuned Rapides. The prototypes incorporated flowed cylinder heads, Comet cams, polished con-rods and larger carburetors, these changes being good for a maximum output of 55bhp despite a compression ratio limited to 7.3:1 by the 72-octane petrol that was the best available in the UK at the time. Twin ribbed brake drums were fitted to cope with the increased performance, while in a marketing masterstroke Vincent specified a 5in.-diameter 150mph speedometer and black-finished engine cases for his new baby – the 125mph Black Shadow.



First and rarest of the three Shadow series, less than 80 Series B bikes are said to have left the factory, compared to 1500-odd Series C's and 144 Series D's, the latter as the Stevenage works was shutting down bike production for good.

This 1949 Black Shadow is an older full restoration with matching numbers for engine, upper frame member and rear frame section, likewise the center cases are numbers-matching, all per Vincent Owners Club paperwork. The restoration has held up very well, and a recent servicing was performed, with particular attention paid to the carburetors and petcocks.

It's hard to underestimate how important, how advanced a design the Series B Vincents were upon their introduction following World War II. Kevin Cameron again: "Frameless design, multiple functions in many parts, the adjustability of controls, quickly detachable wheels – with these developments the Vincent explored what the motorcycle could be, rather than merely elaborating what it had been." Here is an opportunity, then, to own one of few, first Black Shadows.

\$140,000 - 160,000



1970 HONDA CB350

Frame no. CB350-2021508

Engine no. CB350E-2030620

- *Proceeds to be donated to charity:
The AHRMA Rider Benevolent Fund*
- *Federal Motorcycle Transport will ship the motorcycle to the winning bidder free of charge*
- *Schumacher Cargo Logistics will ship the motorcycle by ocean to Australian or European port arrival free of charge*



Between 1968 and 1973, American riders purchased more than 300,000 Honda CB350s, making it one of the most popular motorcycles ever sold in the U.S. The mighty CB750 Four may have been what everyone lusted for, but the friendly little CB350 with its 325cc overhead-cam parallel-twin was what more of them bought.

Not a restoration per se, this 1970 CB350K2 was returned from the dead as a *Motorcycle Classics* magazine project bike, and its Phoenix-like rebirth underscores the CB's sound design. Purchased as a rolling chassis for all of \$200, the bike had been sitting unloved in a shed for 30 years. "Why it was taken off the road after covering less than 8,200 miles we have no idea," says *Motorcycle Classics* Editor Richard Backus. "Where some bikes shout out the point of their demise – a connecting sticking through the cases, say – there wasn't a single defining issue with the Honda. Apparently, its last owner simply got bored and set it aside."

A testimony to great engineering, both the engine and transmission are as found. It fires up instantly, settling into a nice, quiet idle, making only the noises it should and without emitting a whiff of smoke. The ignition is an upgraded electronic unit with improved coils, the suspension has been completely rebuilt with new fork tubes and shocks. The wheels have been re-laced, bearings, brake shoes and tires replaced, the seat recovered and the bodywork beautifully repainted in original Candy Gold/White. All of the control cables are new and much of the chrome has been re-plated.

"It rides as nicely as you'd expect, its little twin propelling it down the road with surprising verve," says Backus. "This isn't a showbike, and was never meant to be. It's a reminder of what a great motorcycle the Honda CB350 was – one that you can still ride regularly without regret."

**\$5,000 - 7,000
WITHOUT RESERVE**

207

1971 BULTACO METRALLA MKII

Frame no. B2304509

Engine no. B2304509

- Fully rebuilt engine
- Comprehensively restored



One of motorcycling's many legends, the foundation of Bultaco was occasioned by the resignation of Francisco Xavier Bulto from Montesa, a company he had co-founded with Pedro Permanyer in 1945. The Montesa board wanted to withdraw from racing. Bulto disagreed and left in 1958, taking most of the racing department with him to set up a new company – Bultaco. By the spring of 1959 the fledgling concern's first machine - the Tralla 101, a 125cc two-stroke - was ready. Given the circumstances of Bultaco's birth, the company began racing soon afterwards, entering the roadster class at the 1959 Spanish Grand Prix. Seven Bultacos finished in the top 10 with works rider Johnny Grace's in second place.

In production machine racing the 200cc Metralla sports roadster quickly became a force to be reckoned with, winning its class in the 1963 European Grand Prix d'Endurance series despite giving away 50cc to its rivals. By 1967 the Metralla was available as a full "250" and in that year's Diamond Jubilee TT in the Isle of Man secured a remarkable result in the production race when a team of race-kitted bikes entered by the importer for Southern Ireland, Harry Lindsay, finished 1st and 2nd, Bill Smith leading Tommy Robb across the line.

The 1971 Bultaco Metralla Mk 2 was marketed as "a wolf in sheep's clothing, a road racer that you can ride on the street." The design was simple, the hand built mechanicals reliable and tough, the handsome bike stark, stable, and fast. The Mk 2 single cylinder piston-port two-stroke put out a quoted 27bhp at 8,700rpm which with its 5-speed close ratio gearbox (and enclosed rear drive chain) gave a genuine 100mph.

This superb example runs beautifully on a 32:1 mix of premium fuel and synthetic racing 20stroke, all with minimal exhaust smoke. It has a new crankshaft, piston, primary and rear drive chains as well as all new bearings and seals, and with zero miles on new chain casing rubber boots. The work was done professionally even through the engine's 300 break-in miles. Superb indeed.

\$6,000 - 8,000

2013 ECOSSE FOUNDER'S EDITION TI

Frame no. 1B9S52GG111209001



Over the last decade or two, boutique, upper-end, hand-built motorcycles have become increasingly common, catering to well-off baby boomers and specials lovers who want something unique – and are willing to pay serious dollars for it. This Ecosse Founder's Edition Titanium Heretic is absolutely one of those machines, as it features nothing but high-end, hand-built or from-billet componentry from axle to axle. The difference with Ecosse machines, however, is that they actually function well when pushed hard on the street or track, and you can't say that about too many players in this upper-shelf category.

Company founder Don Atchison, who built this bike as his personal ride to commemorate Ecosse's 10-year anniversary, told Ultimate Motorcycling he wanted to set it up as a "no holds barred, ready to rocket, serious [machine] – no noise restrictions, no turn signals, no mirrors." As such, this machine has a "race" designation on its alloy and anodized VIN plate on the head tube, which makes it a pretty special scoot.

This bike's 2100cc 45-degree air-cooled v-twin's horsepower is quoted at 118 at the rear wheel, but it's the engine's prodigious torque – nearly 145lb-ft, according to Ecosse – that threatens to alter the earth's rotational axis whenever the throttle is pinned. The S&S motor (made in Wisconsin and similar to the one used in the current Morgan 3 Wheeler) uses electronic fuel injection, a six-speed transmission, the tig-welded and polished titanium chassis with high-dollar Ohlins TTX suspension front and rear to keep the carbon-fiber wheels in control and ISR custom radial brakes front and rear to help the package stick to the pavement. The multi-piece swingarm is an absolute work of art, and a hand-made titanium exhaust system reminds everyone that the Biggest Dog Going is in town.

As Ultimate Motorcycling wrote: "We can see why people are prepared to pay the asking price for an Ecosse Founder's Edition. It is quite unlike anything else out there, and delivers a fully unique experience." By the ultra-serious look of this thing, the so-precious parts bolted to it, and the dyno numbers its recorded, it's pretty clear that "unique experience" is quite possibly the grandest understatement going.

\$150,000 - 175,000





209

1962 VESPA GL 150

Frame no. VLAIT01929

Engine no. VLAIM02061

The Vespa GL (Gran Lusso) is one of the most beautiful Vespa designs. Introduced in the early 1960s the GL led the change from the rounded, cherubic style of the '50s Vespas to the crisper and more modern lines of the '60s models. The clean lines feature many details unique to the GL including the front fender and cowls, each accented with an aluminum trim strip. The trapezoid headlamp introduced on this model was very innovative at the time. The GL - Piaggio considered the GL as its mid-level model - popularized a new type of mid-range "touring" class of scooters between the "standard" VNB/VBB and the "sport" GS of the era. The GL offered advanced styling, reliable operation and lively performance. With 10inch wheels the ride and handling are top notch for the period. One of the most popular Vespa models with both enthusiasts and collectors, this 1962 GL150 was treated to a recent quality restoration in Italy. The comprehensive restoration covered all mechanical and cosmetic areas and included many new, period correct parts such as the twin seats, in attractive tan leatherette, and new twist grips. The paintwork is beautifully done in an authentic ivory crème shade. The engine bay is well detailed reflecting the thoroughness of the mechanical restoration. Everything is in order, complete and original. The odometer reading is believed to be accurate. The scooter starts, runs and rides as good as it looks and this is the model of classic scooter that is well suited for getting around the city.

\$6,000 - 8,000



210

1965 LAMBRETTA LI 150 SPECIAL

Frame no. 150LI* 210336

Engine no. 150LI * 10571

The introduction of the Lambretta "Li" range in 1958 proved to be that of Innocenti's final, but most enduring, style. Developed in successive series over some years, the Li is still one of the most recognized examples of product design in the two-wheel world, famous to generations of scooter enthusiasts - Lambretisti? - and is still in great demand today. The Li Series 2 "Slimline" succeeded the original in 1962 and the elegantly restyled 150 Special debuted in Milan in 1963. The tuned engine and 4-speed close-ratio gearbox made for a faster - 95kmh - machine with much-improved acceleration. The scootering press of the day said the Special was "the ideal mount for the more sporting type club member." Under the "hood" was an 8.25bhp at 5,590rpm two-stroke, single cylinder motor with a new cylinder head and barrel but more to the point perhaps, larger engine mounts to settle the vibration. Recently restored in Italy to a very high standard, this Li 150 Special has excellent paintwork with all body panels smooth and straight, with the all original badging still in place. New tires and unique spare tire center cap are installed ready for a new owner. And mechanically? It has been fully gone through, with both chassis and engine/transmission rebuilt or refreshed as required, and the engine bay is very clean. It starts, runs and shifts well and thus is excellent as a fashionable driver and it's up to 8 out of 10 as a show bike.

\$6,000 - 8,000



211

1982 BENELLI SEI 900

Frame no. ZBNB0AB00DP011261

Engine no. BGB011248

- *Electronic ignition*
- *Looks stupendous*



Benelli SpA, founded by the five Benelli brothers at Pesaro in Italy in 1911, is a factory which has never produced an uninteresting motorcycle. Since the 1920s they have been part of the history of racing, competing in most capacity classes with technically superb machines, even winning the Lightweight TT in 1939. During World War 2 the factory was destroyed but quickly rebuilt with American aid and a new range of successful racers emerged, as well as the lightweight street bikes then needed by Europe. In 1962, Benelli showed their mettle with a jewel-like 250cc "four" racers and subsequent 350 and 500 versions with which to take on the might of the Japanese factories, winning a world title in 1969 and a reputation as makers of reliable multi-cylinder bikes.

At this point, Benelli was taken under the influence of tycoon Alejandro deTomaso, who had ambitions to beat the Japanese at their own game. He also owned rivals Moto Guzzi and had the necessary clout to make a difference. The astonishing Benelli 750 Sei (Six) was one result: the world's first production six-cylinder motorcycle launched in 1972.

In so typically Italian chrome and polished alloy, the Sei, with its six separate upswept pipes and wide engine, was a real looker. A press of the button produced that typically Italian tenor wail, so unlike a Japanese multi. And it was a wow technically as well, with a 13-bearing crankshaft, single overhead camshaft and alternator over the gearbox.

Deliveries began in 1974, but the Benelli was soon overshadowed by Honda's own CBX 1000 six. The Italian company responded in 1980 with the 900 Sei, improving the crankshaft, gearbox and now with a dry clutch - weaknesses of the 750 - at the same time. Power went up to 80bhp at 8,400rpm, weight decreased to 484lb dry and the factory claimed a top speed of 134mph. The cycle parts too came in for revision, the 900 boasting Campagnolo cast alloy wheels, linked Brembo brakes borrowed from Moto Guzzi, and a rear disc brake in place of the discontinued 750's wires and drum.

Little is known about this Sei, only that the first owner rode it for 9,000 miles then parked it. The second owner (from Sterling, Massachusetts) bought in 1987. He stored it, when told it didn't run, until 2014 when it was acquired by the vendor. The vendor tasked himself to "make it perfect" but not to include repainting...thus it has original body paint. The frame and wheels were powder-coated, the exhaust system and all other chrome was re-chromed. All bearings, seals and rubber, gaskets throughout were replaced, all with NOS parts. Upgrades include a electronic ignition system, rear shocks, drive chain and sprockets, tires and battery, K&N air filters and some stainless hardware. Today, it starts and runs as it should, and looks stupendous.

\$12,000 - 16,000

1912 HARLEY-DAVIDSON MODEL X-8-E TWIN

Engine no. 6163B

- *Wonderfully presented in striking Renault Gray*



The Harley-Davidson Motor Company exhibited phenomenal growth since its inception of hand building robust single cylinder motorcycles in their progression of wooden and brick buildings. In less than ten years, they went from a handful of machines produced to nearly 4000 by 1912, and had almost 1100 workers and staff. The motorcycles showed a strong conservatism in their evolution and were always developed with logical engineering.

The first Harley-Davidsons had a displacement of 24.6 cubic inches, developing a whopping 2 horsepower. The next progression occurred in 1906 with displacement increased to 26.8 cubic inches, and production was increased to 50 motorcycles. The familiar color to modern collectors, Renault Gray with double red pin striping became an extra cost option through 1909, to the Piano Black finish with gold pin striping used on all the earlier machines and became the instigator for the name "Silent Gray Fellows".

Each following year, the Harley-Davidson factory continued to increase their production output. The year 1909 proved pivotal with the engine displacement increased to 30 cubic inches, a displacement that would remain until 1913. The color choices now were reversed with Renault Gray being the standard color and Piano Black now costing the owner a bit more. The year also brought in reliable Bosch magnetos, the first 2-piece gas tanks and the company's first V-twin model. The new 50 ci V-twin used a flat leather belt for the final drive but lacked a tensioning device which made riding difficult in poor weather and when the belt began to stretch from normal use. The twin was pulled from the model lineup the following year and would not reappear until 1911.

A breakthrough year, 1912, in Harley-Davidson's history with a record number of motorcycles manufactured and a doubling of the personnel from the prior year, the future for the company was indeed rosy. Innovations continued to flow from the engineering room to the factory floor.

A new frame where the rear section of the top frame rail sloped downward was instituted for all models, allowing for a lower saddle height. Pedal cranks were now mounted in an eccentric bushing which allowed adjustments to the rear wheel without disturbing the belt tension. Fresh from Bill Harley's drafting table came the Free Wheel Clutch which became available on select models for 1912. Actuated by a hand lever along the left side of the gas tank, the clutch was located in the rear hub. The rider no longer needed to pedal down the road or push off the bike to start the engine. Once started, he merely needed to engage the Free Wheel Clutch to pull away smoothly and safely. Other improvements included a hand operated pump on the gas tank to supplement the drip oil feed lubrication system, and a new valanced front fender. New ball bearing races on the engine's mainshaft with self-aligning bearings on the sprocket side improved the reliability and performance. New cylinders had vertical radial fins at the top to improve cooling. It was also the first year Harley-Davidsons were exported to Japan. The 7 horsepower V-twin sold for \$285.

The 1912 Harley-Davidson twin offered for sale is a gorgeously restored version of the best model twin offered by the company in that year. The model lineup included a 50 ci belt drive twin along with this 61 ci chain drive twin. The X-8-E had all the best Harley-Davidson could offer that year. It included a timed breather system on the crankcase and a twist grip actuated compression release. An adjustable spring post suspension provided much more comfort than realized in earlier motorcycle models available to the public. This motorcycle is a handsome machine with bright polished nickel and a superb paint job in Renault Gray and the optional black border striping on the tanks, highlighted with red lining on the edges and a pair of gold pin stripes running down the center of the black stripe. It's a beautiful motorcycle for display or enjoying on the road.

\$80,000 - 100,000

213

1912 EXCELSIOR CHAIN DRIVE SINGLE

• *Striking original example*

Engine no. 16755



The Excelsior Supply Company was initially a company devoted to the manufacture of bicycles and bicycle parts, having been founded in 1876. The motorcycle came much later in 1905 when a young German immigrant, Walter Heckscher began building a motorcycle in Chicago. He designed several machines but settled on a DeDion type single cylinder engine with the crankcases integral to the keystone frame. Twin spar spring forks were fabricated for the front end when nearly all other pioneer manufacturers were using heavy duty bicycle style forks. The motorcycle proved very reliable and was able to withstand the rigors of the period roads while attaining speeds of 35 to 40 mph. Heckscher built perhaps 60 of these machines through 1906, attracting the attention of investors.

The new Excelsior Auto-Cycle was manufactured by the Excelsior Supply Company in Chicago for 1907, based upon Heckscher's hand built motorcycles. The Excelsior was a belt-drive 21 cubic inch single cylinder machine with a flat sided gas tank mounted inside the upper frame rails. Unlike its industry contemporaries, the Excelsior had a belt tensioner which aided the power transmission from the engine. With the fledgling company doing well, production was stepped up for 1908 and 1909, with sales across America and several foreign countries. A new V-twin of 50 cubic inch displacement was added to the line in 1910 and continued into the 1911 model year, along with the old single cylinder motorcycle that now displaced 30.50 cubic inches.

Financial issues were haunting the company and several manufacturing concerns were looking to acquire the ailing company. Ultimately, bicycle magnate Ignaz Schwinn purchased the manufacturing rights, plant, merchandise and several hundred existing motorcycles to the Excelsior Auto-Cycle on November 15, 1911. Wise to business, Schwinn maintained the staff of the old company as they were doing a stellar job of promoting and selling the Excelsior brand. And perhaps the fact that Schwinn wanted to keep the name Excelsior and its personnel probably was the factor that guaranteed the sale went to him.

Equally wise was assuming the old company for \$147,000 instead of creating a brand new "Schwinn" motorcycle, as an advanced twin had already been drawn up. A few years later, he would do the same to acquire the Henderson motorcycle. Under the new name, Excelsior Motor Manufacturing and Supply Company, a combination of the old name and Schwinn's manufacturing company, the Excelsior was poised to become one of the Big Three of the American motorcycle industry.

By January of 1912, Schwinn had the transfer well underway and introduced the new Big X logo on machines at the annual automotive exhibition in Madison Square Garden. Some were leftover machines but the new interest by the consumer crowd was the freshly redesigned motorcycles. Still smart in their traditional French Gray livery with red tank panels and gold striping, they now had a large gold X with the new company name on the gas tank sides. The selling price at that time was \$200. Production of motorcycles was good with over 9000 units produced, both singles and twins, and the dealer network had been increased.

This 1912 Excelsior 4 horsepower chain-drive single being offered for sale had a newly designed leaf spring front fork similar to what Indian debuted in 1910. It was on the drawing boards at Excelsior prior to the takeover, as was the new engine with an overhead intake valve and the newly introduced Bosch magneto was now behind the cylinder, protecting it from water thrown up by the front wheel. This is a solid machine with decent original paint and pin striping on the tank and chassis, plus the patina of being used over the years. Study the lines of this motorcycle. It's not primitive but a stately machine that your eyes are drawn to, admiring the gray and red finishes just as a new buyer would have been attracted to over a century ago.

\$60,000 - 80,000



214

1960 ARIEL 250CC ARROW

Frame no. T12634S
 Engine no. T12634S

It was Val Page who once again designed for Ariel a machine so far advanced that it almost lost sight of its competitors within the trade. Unusually, the strength of the frame was contained in a pressed steel box member, or beam, extending from the steering head to the rear suspension. The whole machine was heavily valanced and fitted with leg shields right behind the trailing-link front fork. Aptly called the Leader it was launched in 1958 and powered by a new 250cc two-stroke twin. Its partner in crime was the Arrow. "Fast, robust and handling like a thoroughbred, the Arrow Super Sports goes into the record as one of the most pleasant sports mounts to pass through our hands in recent years." So said Motor Cycling. Amazingly, despite being given a proper caning for the road test, Motor Cycling's Arrow averaged 68 miles per gallon! The Arrow sought to combine the virtues of speed and agility with those of cleanliness and convenience. Announced in 1959, the Arrow dispensed with its predecessor's bodywork while remaining mechanically virtually identical. It was revised for 1961, gaining squish-band, center-plug cylinder heads. A third model, the Arrow Super Sports, universally referred to as the "Golden Arrow" – a well-loved and fast British train - after its distinctive color scheme, was added at the same time. This Arrow is a good, used example in pretty much original trim of a now rare bike. It does not appear to have been restored. It's a strong rider that would be welcomed at many a motorcycle show but is unlikely to win in any category except for the so-called survivor class.

\$4,000 - 6,000
WITHOUT RESERVE



215

C.1961 MOBYLETTE MOPED

A continent ravaged by war over 75 years ago, needed affordable transportation as the countries began to rebuild their infrastructure and economies. The least expensive personal transportation came by the way of motorized bicycles, or mopeds. These cheap little vehicles took the farmers to town, the government workers on their rounds and even the teenager on dates. The premier company in providing these vehicles was Motobécane of France, with production beginning in 1949 and during their 48 years of production, peaked at 750,000 units per year. The little 49cc two-stroke engines were basic and very reliable, pumping out 1.4 bhp. The era this Mobylette was produced spanned 1960 through 1967 and was referred to as the Model AU76 or AU79, the difference being the former simply had an automatic clutch while the AU79, or DiMoby, also had two-speed automatic gear changer, different from a transmission. This little Mobylette was beautifully restored in the factory's light blue. It features art deco styling with sweeping fender skirts on both front and rear fenders, and even with the gas tank mounted on the front down tube of the frame. In addition, the moped has a rear carrier also finished in light blue and as well as a matching leg shield. The small tool box under the solo seat also was given an artistic art deco style. Best described as cute, this little moped has had a huge history behind it and deserves to be enjoyed again, all at a stunning speed of 25 mph.

\$2,000 - 4,000
WITHOUT RESERVE



216

1970 DUCATI JUPITER 450 SCRAMBLER

Frame no. 460753

Engine no. 451913 DM 450 S

- Restored
- In production from 1969-75



Ducati widened its single's crankcases in 1968, safely allowing for a displacement increase to 436cc, within spitting distance of the dual-purpose BSA 441 Victor. That was important to U.S. Ducati importer Joseph Berliner, a longstanding proponent of scrambler-style motorcycles. As a mark of his influence, as well as the American market's importance, that first Ducati 450 model was earmarked for the U.S., sold here as the Jupiter 450 scrambler.

Bright yellow with chromed tank panels, the Jupiter was hard to ignore. Now a maintenance technician, in 1971 Steven Panofsky was a high-schooler introduced to the joys of motorcycling via the purchase of a Jupiter 450. "Riding has been my love ever since. That Jupiter did it for me," he told *Motorcyclist* magazine years later. "I could go on dirt roads and trails, twisties and longer adventures. With typical Ducati handling, light weight, plenty of midrange torque and a smooth-shifting, five-speed gearbox, it was really fun to ride."

This 1970 Jupiter has an interesting past. Purchased at a dealer's estate sale, it was fully rigged for off-road use and apparently even has some Jack Pine Enduro history, but had been stored for many years in the shop's basement. The current owner, with 40-some Ducati singles in his past – plus a stash of NOS and good used parts – purchased the bike and set about restoring it to its present condition, though the original gas tank remains, as found with the bike. The replacement speedometer shows 4,000 or so miles but the owner believes actual mileage is likely less than 1,000mi.

In production from 1969-75, the Jupiter has apparently not been forgotten by the higher-ups at Ducati. When a retrobike was needed to broaden the company's model lineup in 2015, they green-lighted an all-new Scrambler, albeit an 800cc V-twin, but bright yellow with metal tank panels.

\$10,000 - 13,000

217

1984 DUCATI 748CC TT1 ROAD RACER

Frame no. 6

Engine no. DM600L*702481*

- One of three works European endurance racing machines
- Brought to the US by Dale Newton



This well documented TT1 is the rarest of the rare. It's one of three factory race shop built and entered endurance racers in the then popular Endurance World Championship. It was taken from the total production of 50 TT2s (the earlier, smaller 600) and thus was only one of a tiny handful of which were subsequently "kitted" in 1984 as a 750 by the factory, and thus re-named as a TT1. They were indeed genuine replicas of Tony Rutter's factory TT1. Well-known American Ducati patron the late Dale Newton continued building the "TT1 legend" with this very bike which he bought from Ducati directly. The motor was based on the Pantah belt-drive, desmo 500 (then 650), as a TT1 it had a 88mm bore and a 61.5mm stroke for 748cc, with a first quoted 80 horsepower. (As the bike was race tuned there were rumors of as much as 95bhp.) At about 130kg (286.3lb) dry, equipped with Italy's finest contemporary components such as Marzocchi magnesium forks and Brembos all around, plus a (factory only) wider aluminum cantilever swing arm to take a wider rim and tire, the compact TT1 was both ground-breaking fast and exquisitely handsome.

This bike, 750 TT1 chassis no. 6, is one of near identical twins. That is to say it was equipped with the unique lower mounting point for the engine vapor catch tank on the right side. This new bike was one of those that attended the Imola test of the new factory 750 F1 race bikes.

The engine has the factory "Ascension" (for "Upgrade") kit installed; this enhanced the TT2 motor (DM600L 702481) to a full-race 750.

Dale Newton bought two 600 TT2s and two 750 TT1s – this bike being one of them - from the factory. Brian Dietz purchased this bike from the Newton estate – it was the last bike that Dale Newton had restored - in September 1999, selling it on to Ralf Stechow in November 2008. It was acquired by the seller shortly thereafter and was carefully prepared for storage. Although, as previous explained, it is one of two to this specification, much of the bike is unique unto itself, all carefully kept intact during restoration. It retains the endurance racing-spec. quick-release rear wheel kit, for example.

Given the uninterrupted impeccable provenance, its successful race history, and current high quality patina, it can be considered the genre's finest example, and perhaps the reason frame no. 6, this bike, is featured in *Ducati, the Untold Story* by Alan Cathcart (Osprey Publishing), and *Ducati Racers* (Haynes Publishing) by Ian Falloon. Dale Newton, a most dedicated and successful privateer in the USA, hired such riders as Kevin Schwantz and African-American John Williams (who did race this TT1) and was able to tell the story in *Cycle* magazine (twice) in the April 1985 edition. An extensive history file comes with the bike.

\$125,000 - 150,000

218

2003 MV AGUSTA F4 750 SERIES ORO

Frame no. ZCGF400AAXV000293

- *As new*
- *Delivery miles*
- *Number 293 of 300*



Arguably the only surprising thing about the original MV F4 of 1998 was that it was launched as a 750 at a time when the class was fast becoming moribund. The Japanese factories' main focus of attention had already switched to 1,000cc sports bikes but it took all of six years for MV to follow suit. The limited edition Serie Oro models were built to mark the 1991 re-launch of the MV Agusta brand by the Castiglioni brothers of Cagiva fame - the F4 was created by Massimo Tamburini, designer of Ducati's iconic 916, at the Cagiva Research Center (CRC) - and although they were priced at twice that of the standard F4 Strada, every single one had been sold prior to delivery, such was the demand.

The F4 750 four-cylinder DOHC, radial valve motor at precisely 749.5cc offered 126bhp – over 100 at the rear wheel) at 13,300rpm taking the bike to a top speed estimated at 170mph. Seriously beautiful, of course, but seriously fast too. Many parts such as the swing arm, frame side plates and wheels were made from magnesium, protective-coated in a gold finish, hence Serie Oro.

All painted parts, such as the fairing, seat cover, front fender and even the fuel tank and air box are made of carbon. It was only by using these materials that the dry weight could be kept under 400lb. The custom-for-MV Showa fork has quick release axle clamps and the 6-piston (front) and 4-piston (rear) brake calipers are made by Nissin.

This MV Agusta F4 Serie Oro - # 293 of a run limited to 300 units - was imported from Holland in 2003. The first owner, a resident of the USA, took care of it through mid-2016. It graced his office for 13 years. It was never started, the mirrors and battery were never installed. The bike comes with the mirrors, all the paperwork, tools, etc. It remains in literally as new condition and because it was stored properly - usually covered - it should require only the usual safety checks should a buyer wish to run it up.

And it's likely that the opportunity to acquire a new, zero miles, Serie Oro F4 750 will never occur again!

\$50,000 - 75,000

219

1938 BMW 597CC R61 WITH STOYE SIDECAR

Frame no. 508520

Engine no. 604178

- An older German restoration
- Art Deco style Stoye sidecar



A company with its roots in the aero engine business, BMW brought the same innovative spirit to its cars and motorcycles that had made its aircraft engines some of WWI's finest. At a time when single-cylinder and V-twin engines were the norm in motorcycling, BMW opted for the better-balanced flat-twin that was to become forever associated with the company.

In 1930 it broke fresh ground with the launch of the pressed-steel-framed R11, and followed that up in 1935 with the introduction of a hydraulically damped telescopic front fork on the R12, the first time such a device had been seen on a mass-produced motorcycle. Also notable as the first BMW motorcycle to have a four-speed gearbox, the R12 was superseded by the tubular-framed R6. A 600cc sidevalve-engined tourer, the R6 was then updated with BMW's new plunger-suspended frame in 1938, becoming the R61, as seen here.

Sidecars were still a popular BMW option in the 1930s, offered directly from the company catalog, produced by either Steib or Stoye, both very Art Deco in style. The latter is attached to this R61, recognizable by its distinctive canoe-like prow. In cold, rainy weather the Stoye's passenger, protected by a windscreen and cosseted in comfortable leather, no doubt had a better deal than the R61's rider and co-rider, with no wind protection and perched atop their rubber Pagusa saddles.

An older German restoration, this delightful combination is sure to make a grand entrance at whatever show or rally it attends. The owner confirms that it is in fine running condition. Sold with its original title/log book.

\$25,000 - 35,000

220

1966 DUCATI 250CC MARK 3

• *Unrestored survivor*

Engine no. DM250M397308



In 1961, pressure from American and British importers to address the popular 250cc class in their respective markets persuaded Ducati to introduce the single-cylinder Monza and Diana models. Three years later, when Ducati fitted all its 250cc bikes with new five-speed transmissions, the top model was the competition-bred Mach 1, which featured 10:1 compression, a high-lift camshaft and bigger valves.

Much of the Mach 1's desirable performance components carried over to the Mark 3, produced from 1964-67, showing minor detail changes batch by batch. Its 74mm bore and 57.8mm stroke gave 249cc, and with a bevel-driven overhead camshaft, magneto ignition and 29mm Dell'Orto carburetor was good for 30bhp at 8,000 rpm.

A 54in. wheelbase and seat height of 30in., with 18in. wheels front and back, offered the nimble yet secure handling that Ducati was renowned for. It is believed that less than 4,000 units were made over four years and, as the bikes were invariably ridden hard, few remain today.

Happily, this Mark 3 is an unrestored survivor, found in an Iowa dealership. It is in factory 'speed-equipped' condition with Veglia white-faced tachometer, open-bellmouth carburetor and black-painted exhaust megaphone, while conversely it wears the high Western-style handlebars that Ducati fitted to some U.S. imports. It has not been started since being discovered, but the current owner, a longtime Ducati singles aficionado, believes it would not take much to get this Mark 3 up and making noise once again.

\$7,000 - 9,000

221

*The ex-Rich Schlachter, Kurt Lentz
1979 Loudon AMA Superbike winner*

1975 DUCATI 900 SS SUPERBIKE PROTOTYPE

Frame no. DM750 SS-075858

Engine no. 086231

- Owned and tuned by George Vincensi
- Now fully restored by him



When BMW withdrew from racing after dominating the debut AMA Superbike Championship in 1976 with its R90S Boxer twins, it left assorted privateers to fly the twin-cylinder flag against the faster, more powerful, Japanese fours.

None did so more effectively than Massachusetts Ducati tuner George Vincensi, who while often overlooked compared to his higher-profile rival tuner Reno Leoni, was equally successful during the time they competed against each other with desmo V-twins. But unlike Leoni who was officially sponsored by the US Ducati importers Berliner Motor Corporation, Team Vincensi was entirely self-supporting, racing independently of Berliner using George's own money, plus whatever he was able to cadge from friends and small sponsors. Yet that was in spite of working for Berliner as its New England District Manager!

From 1974 onwards Vincensi was a regular race-winner in New England club racing with a self-prepared green-frame Ducati 750 SS Imola replica, especially in Endurance events. But when the AMA Superbike series was announced for 1976 he bought the 900 SS from Berliner that he was using as a street demo to visit dealers, and made it into a Superbike to enter a faster rider on.

This was one of two pre-production prototypes assembled in the Bologna factory race shop early in 1975, using a prized green 750 SS frame with serial no. DM750 SS 075858, fitted with the then-new big-bore square-case 864cc engine. Both these came to the USA as demonstrators for Berliner to promote the arrival of the production model later that year. One was assigned to Vincensi for sales duties, and he duly rode it around New England for nine months visiting dealers, before purchasing it from the company.

Kurt Lentz debuted the Vincensi Ducati 900 SS demo-bike-turned-racer in the first-ever AMA Superbike race at Daytona in March 1976, finishing sixth. Thereafter he raced it in New England Regional events, invariably placing in the top three until Kurt badly injured himself crashing the Ducati into the Loudon lake, and ending up underwater!

After rescuing his Superbike from the lake Vincensi found another rider named Richard Schlachter, who went on to win countless races on the Ducati at all levels, including setting the all-time outright track record at Bridgehampton, which still stands today after the track closed. Future manufacturer Erik Buell also raced it once, only to DNF with a broken crank.



Rich Schlachter on Vincenzi Ducati 900 SS leads Mike Baldwin on Kawasaki to win AMA Superbike race at Loudon in June 1979



George Vincenzi after race victory, Loudon June 1979

For 1979 the AMA Superbike series was reduced to just four rounds, with Schlachter finishing 12th on the Vincenzi Ducati out of 52 starters in the season-opening Daytona 100-miler. But its next race on June 17, 1979 was the Ducati's finest hour, when in the AMA Superbike National at Loudon Schlachter fought a furious battle for victory with fellow local expert Mike Baldwin on the factory Kawasaki KZ1000. Schlachter used the Ducati's greater agility and its extra torque to take the lead and score a famous victory – the last AMA Superbike win for Ducati for 14 years.

Schlachter's win brought him a Kawasaki contract, so future IoM TT winner Dave Roper rode the Vincenzi Ducati at Sears Point but crashed it, with Johnny Bettencourt taking over to place 6th at Laguna Seca. But for 1980 Schlachter returned to race the Ducati, though he retired from the AMA Superbike races at Daytona and Road America, and could only finish 11th at Loudon where he'd won the year before. But in 1981 the new Battle of the Twins class kicked off at Daytona, where despite being a last minute stand-in and thus starting from the back of the 65-bike grid on a half-faired bike running in the Modified Production class, Schlachter rode through the field to within ten feet of race-winner Jimmy Adamo on the full-fairing Formula 1 Leoni Ducati after posting a record 162mph on the bankings in the 50-mile race. He thus won the Modified Production class and got second overall in the bike's final race in Vincenzi's ownership.

Vincenzi sold the Ducati to amateur road racer Jerry Wood in 1982, who campaigned it in New England club racing for the next two decades, eventually selling it back to Vincenzi in 2002. George Vincenzi undertook a complete restoration, returning the bike to the same half-faired BoT-MP guise in which Richard Schlachter last raced it at Daytona in 1981. The 864cc engine employs a stock crank fitted with factory race kit double-web conrods, and modified stock pistons delivering 12:1 compression. It has ported and gas-flowed 750 SS cylinder heads with twin sparkplugs and oversize 42mm intake/38mm exhaust valves operated by factory race camshafts, and carries 42mm Malossi carburetors and a Ducati kit race exhaust. The extensively lightened 900 SS's five-speed gearbox has been modified by Vincenzi to save weight, resulting in a light 162kg weight with no fuel. The stock Ducati frame is as George Vincenzi modified it in 1977, with a two degrees tighter head angle to sharpen the steering geometry.

This two-owner motorcycle has been completely restored and race-prepped for the track by the same man who first took it racing over 40 years ago. It was track tested for a magazine article by Alan Cathcart at the 2015 Barber Vintage meeting, and is sold with the original Manufacturer's Statement of Origin in George Vincenzi's name.

\$80,000 - 120,000

1990 GILERA 558CC SATURNO BIALBERO PIUMA

Frame no. 0023

Engine no. 0023



Founded in 1909, Gilera is Italy's oldest motorcycle marque which won six 500cc World Championships between 1950 and 1957, whereupon it then retired from racing to focus on combating the decline in bike sales caused by the Fiat 500 car's arrival.

But in July 1989 Gilera returned to road racing officially in victorious fashion, with British racing journalist Alan Cathcart taking the works Saturno Bialbero Corsa built in the company's Arcore factory to victory at Monza in Italy's first race for the Sound of Singles class, later known as Supermono. This was a modified version of the Gilera Saturno Bialbero streetbike launched in 1987 in partnership with Japanese trading company C.Itoh & Co., around 1,800 of which were sold in Japan and Europe up to 1992.

Former Bimota chief engineer Federico Martini created the Saturno Bialbero Corsa shortly after being headhunted to join Gilera in April 1989 as the company's Technical Director. Having experienced firsthand at Bimota the importance of racing in promoting sales, Martini was determined to bring Gilera back to the racetrack for the first time in three decades, so supervised the conversion of a Saturno Bialbero streetbike into a racer. But having tasted victory, he realised this modified streetbike needed redesigning to become a competitive package for the fast-growing Supermono class.

Martini addressed this by producing the twin-spar aluminium-framed Gilera Saturno Piuma ['feather' in Italian] production racer, which debuted at the Milan Show in November 1989. 51 examples of this were hand-built in 1990-91 in the Gilera factory and all 49 customer bikes were sold, with the factory keeping one which was fitted with lights and a horn in preparation for launching an aborted street version. The final bike carrying chassis no. 0023 was supplied to Alan Cathcart as a reward for having won that crucial Monza comeback race, together with factory support to race it in key SoS/Supermono races around Europe, and it's this one-owner bike that is offered for sale here today.

The Piuma's liquid-cooled four-valve engine with belt-driven dohc is effectively a productionised version of the tuned Saturno motor fitted to the factory racer Cathcart raced in 1989. Its overbored cylinder gives 98 x 74 mm dimensions for 558cc (against 92 x 74 mm for 492cc on the street Saturno) and it's fitted with oversize 34/31mm valves (31/28mm) and a slightly higher 10.5:1 compression (10.2:1). The stock 40mm Dell'Orto PHF40BS carb with accelerator pump has been bored to 41.5mm, and there are higher-lift competition camshafts and the same close-ratio, five-speed gearbox especially made for the works bike Cathcart raced with at Monza. This results in a 58 bhp power output at the gearbox at 8,500 rpm – albeit it some way short of the 70 bhp-plus by then available from the Japanese-engined jumbo singles.



However, the superb handling of the then state-of-the-art chassis designed by Martini partly offsets this, even if because of its heavy engine the Piuma scarcely lives up to its name in weighing 121kg dry. Yet with a short 1340mm wheelbase, the Piuma handles well, thanks to its Bimota-style steering geometry, 40mm Marzocchi upside down fork and twin 260mm Brembo front discs with four-piston calipers.

Alan Cathcart raced this bike on a total of six occasions in 1990-91, finishing 7th out of 37 starters at Monza in July 1990 on a bike which had only been completed the day before qualifying. At Assen in September, he qualified the Piuma on the front row of the 40-bike grid, finishing on the rostrum with a satisfying 3rd place. But Alan knew going into the 1991 season it'd be hard keeping up with the new breed of 700cc-and-upwards Supermono maxi-singles with the little 558cc Gilera, and that's the way it went.

At Mallory Park in June 1991 he made the cut in qualifying - there were 48 entries for the 28 available grid places - but pulled in after two laps after a starting grid error by officials. The following weekend at Carole, outside Paris, he was lying fifth in a heat race when the notoriously fragile crankcases originally designed for the 350cc Dakota trailbike single cracked, and he slid off the bike on his own oil in a slow turn.

This was the only time the bike was ever crashed. The engine was then rebuilt in the Gilera factory with new, stronger crankcases, and Cathcart finished 8th of 36 starters in the next race at Monza in July. At the final race at Assen in September he finished 9th, in spite of lapping over one second faster than he had in finishing on the rostrum the year before. With Supermono racing taking off worldwide, it was evident that the sweet-handling Gilera was a first-generation such racer - and to be competitive in future Alan needed a G2 or better still G3 motorcycle. He therefore retired the Gilera from the racetrack, and it spent the next 25 years in Alan's workshop until a house move last year caused him to decide to part with it.

First, though, the bike was recommissioned by race specialists P&M Motorcycles in London, and ridden for 20 laps at Donington Park on a trip down memory lane. Fitted with new tyres and electric start, this is a true 'baby Bimota' thanks to the peerless engineering skill of its designer, the late Federico Martini. It is also the last four-stroke road racer produced by one of Italy's most historic marques.

\$15,000 - 20,000

223

1936 CROCKER 'HEMI HEAD'

Engine no. 36 61 8

- Offered from the Wheels Through Time Museum
- 1 of only 7 known survivors
- Believed to be the earliest example offered at public auction



In the motorcycle world, certain machines have a mystique surrounding the mere mention of their name. In Europe, the Brough Superior conjures up the images of a long sleek black motorcycle with a beautiful chromed petrol tank, and a gorgeous J.A.P. V-twin engine nestled in the frame while twin exhausts run along the side of the bike. In the United States, one mention of the Crocker and one thinks of a motorcycle street fighter. The pugilistic nature of the Crocker is well founded as America's original superbike. Regrettably there were less than 75 Crockers ever made, making them one of the most highly regarded and sought after motorcycles made in this country. They are considered the Holy Grail of American motorcycles.

Albert Crocker, formerly worked at both Aurora Automatic Machinery Company designing Thor motorcycles and then later for Indian in their engineering department. Moving out to California in the late 1920's, Crocker owned a business catering to Indian, manufacturing parts for the factory. Teaming up with Paul Bigsby, he began work on a high performance V-twin motorcycle in 1935 and produced his first prototype the following year. One used to hear rumors that he especially wanted to embarrass any Harley rider cocky enough to challenge his Crocker.

The Crocker used a cradle frame that incorporated transmission side plates into the frame, with a girder fork while the 45° V-twin engine was over-built to provide performance protection, while also allowing for numerous upgrades. The Crocker was the original Bobber in California, long before the Bobber craze hit the riders following the end of World War II.

Early Crockers featured hemispherical combustion heads and a nearly square bore and stroke ratio, contrary to most American motorcycles of the time. The engine could produce 60 horsepower and attain speeds of 110 mph. The gearbox was made bullet proof in cast steel and was secured into the frame via the attached side plates. It has been said they were designed to withstand the force from a 200 horsepower motor. Crockers were essentially hand built motorcycles, built to order for the customer. Financially they were a losing proposition on each machine. When World War II started, motorcycle production was necessarily shut down, never to start up again.



Crocker #8, being released from the collection from the Wheels Through Time Museum in Maggie Valley, North Carolina has an interesting history. It started with an unknown collection of rare original Crocker parts and a motor located in 2014. Motor #8 was restored by well-known engine builder, Mike Lange. Shortly afterwards, Dale Walksler from the Wheels Through Time Museum acquired Crocker #22 from Jim Gallagher to add to his Crocker collection where he already owned the late Ernie Skelton's Crocker #113.

Years ago, Skelton and Gallagher swapped top ends. Mending the history of these two motorcycles and the new engine began to take place. Walksler, an expert antique motorcycle restorer, undid the top end swap by returning the highly desirable, and original, hemi-heads back onto the lower end of the Gallagher #22 engine. This also left the Skelton #113 engine correct again but was mated to an early chassis. The resolution was to mate the newly found #8 engine to the Skelton chassis, correcting as much as possible, the error in history created by the old mismatch of engines. Now there was an early Crocker engine in an early chassis.

Only the first 23 Crockers ever constructed had the famous hemispherical heads. This #8 engine was part of this special group, and to this date, only 7 have survived. It exudes the styling of period California motorcycling. The Crocker features the correct cast aluminum "small tank" gas tank and uses Flanders western style handlebars. The fenders are abbreviated in the Bobber style that was Crocker. The bike uses battery & coil ignition which will assist owners not adept in starting a performance magneto motorcycle while adding some very exclusive original parts to the motorcycle.

The motorcycle wears a NOS Cycle Ray headlight and has had the paint freshened and the aluminum polished. It has been rewired and Harley-Davidson control components added. Paint and pin striping is perfect. Walksler stated the motorcycle starts and idles easily. This is the lowest numbered Crocker to ever be offered for public sale. Crockers do not come along often for sale and this very ride-able Crocker deserves an enthusiastic and appreciative motorcyclist to become the next owner.

\$500,000 - 600,000

1936 HARLEY-DAVIDSON EL KNUCKLEHEAD

Engine no. 36EL2391

- *Finished in a unique and striking color combination*



Leading into the 1936 model year at the Harley-Davidson factory, the new 61 OHV project was having teething issues and potentially could have been cancelled. What they were not aware of at the time was the new motorcycle was poised to reshape the motorcycle industry. Stylistically, the new design was modern and aggressive in appearance. While Indian was marketing some very gorgeous motorcycles thanks to their streamlined tanks and fenders, and DuPont paint color schemes, the Harley-Davidsons just looked right from a motorcyclist's point of view. Technologically, the Harley-Davidsons were ahead of everyone in the motorcycle industry, both in the United States and abroad. The new 61 OHV became a sensational sales success once in the riders' hands.

The success of the Harley-Davidson EL was largely due to being a completely fresh design from the ground up and not a rehash of old trusted machines from the past. It was not a sidevalve, nor an old F-head motor, but a brand new overhead valve configuration, for the modern times ahead. The engine utilized a single cam with 4 lobes that ran quieter, reduced backlash and allowed for better valve timing. The transmission was brand new with a 4-speed constant mesh cluster instead of sliding gears on a shaft as used by the "other American manufacturer", and worked through a new clutch design. The chassis was all new as well with strong double loop frame rails that were lighter and enabled the motorcycle to handle better. Up front the fork was now made from chrome molybdenum extruded tubing which looked better and was lighter than the former I-beam front forks. The oil tank now moved behind the engine, between the rear fender and the seat post, for a dry sump oiling system. The gas tanks were now welded instead of being soldered together which were prone to leaking. Atop the tanks set a novel and stylish instrument panel and speedometer, and idea ahead of the competitors. The same styling remains today on modern Harley-Davidson Big Twins.

This 1936 Harley-Davidson EL was built as a personal motorcycle by Dale Walksler of Wheels Through Time Museum in Maggie Valley, North Carolina. Being a motorcycle for himself, he utilized many NOS factory parts from his personal inventory in the restoration. The restoration began with a semi-complete early issue 1936 Harley-Davidson EL from the Charlie Allen collection. As an early production motor case, it has a small 5/16 inch threaded timing plug and the boss has no humps above the number. This case also features a late production number contrary to the early case, however it was most likely one of Harley's "hold back" engines. The front end and handlebars came from the former mechanic in Memphis for Elvis Presley. As an early motor, the bike possesses correct short rib 1936 heads and 4-fin cylinders. With no shortage of the use of NOS factory parts, the restoration included the correct air filter screwed to the Linkert and OEM 1936 Goodyear tires, an early 1936 flat top oil tank, dash panel and speedometer, and the open beaded seat. The 1936-only front brake and the original small rear brake was added. All the sheet metal on this restoration is original.

Color selection came from a special source. The Harley-Davidson factory used to have a Rolodex of all the factory color chips, hanging on the wall. This Rolodex was to be discarded so one of the workers retrieved and saved it for history. Walksler, now owns and used this Rolodex, selecting a special black and gold paint scheme that he really liked for his motorcycle. The look is outstanding with the black cylinders and complementing black on the fenders and chain guards.

\$120,000 - 150,000

225

1910 HARLEY-DAVIDSON MODEL 6-A

Engine no. 6741



Early Harley-Davidson history has always been shrouded in mystique since the beginning years, perhaps intentionally to put its own stamp on history during those days. The Harley and Davidson boys experimented initially with a small engine but soon learned it was underpowered and quickly settled on a 24.7 cubic inch engine of inlet over exhaust design. Working on a shoestring they couldn't afford to miss their targets so they wisely were conservative in their approach to design, gleaned the best ideas they saw in the new industry. By 1905, new Harley-Davidsons were moving out of their small shop and into the hands of local enthusiasts. They continued to grow as a company and the motorcycle evolved in sensible progressions, proving their ideas were good and the motorcycle reliable.

In a few short years, going from a mere handful of motorcycles to 3168 units being produced in 1910 was short of miraculous. The same reliable F-head motor was used but slightly increased in size to 30.2 cubic inches which was good enough to propel the motorcycle to 45 mph. Only single cylinder machines were built that year as the proposed twin cylinder model had teething problems and it was wisely pulled from the lineup for that year. Several models of the single were marketed, based upon wheel size and whether they were offered with either battery ignition of magneto.

These primitive F-head motors used atmospheric intake valves for the inlet charge. Using a weak spring, the intake valve was sucked open on the inlet stroke then allowed to close upon compression, power and exhaust strokes, aided by the spring. Until this year, there was no method to increase belt tension on the driving leather belt, on a Harley-Davidson. It also meant that the rider had to kill the engine to stop the machine, and similarly he would have had to push start the motorcycle or pedal off to get the engine running. Now in 1910, a new idler pulley allowed the rider to pedal start the motorcycle but not have any tension on the drive belt. A lever on the left side of the bike allowed tension to be applied to the drive belt, now 1-3/4 inches in width. Also new for 1910, the control wires were hidden inside the handlebars. Back in 1907, Sager-Cushion forks were first used on Harley-Davidsons and they continued for the 1910 model year.

This gorgeous 1910 Harley-Davidson 6-A is immaculate. Restored by Larry Woods, the motorcycle is finished in Harley's Renault Gray with simple red pin striping as on original machines of that year, and highlighted with all-white tires. The single cylinder engine is fired by magneto ignition. The motorcycle is single speed through a flat leather belt final drive. It represents one of the 334 units of this model produced in 1910. The motorcycle has been the subject of numerous motorcycle magazine articles and ridden during many Antique Motorcycle Club of American national meets.

\$45,000 - 55,000

1938 HARLEY-DAVIDSON WLDR

Engine no. 38WLDR1316

- Finished in Harley's Teak Red
- Rare aluminum cylinder heads



Motorcycle racing in the early days of American racing was relegated to factory prototypes where the average rider on his homebrew competition motorcycle rarely had a chance to end up in the winner's circle. This all changed with new rules established by the A.M.A (American Motorcycle Association), the governing body in American racing. Class C racing was basically a "ride what ya brung" class, using street motorcycles for racing. Riders would have to show ownership of their machine, remove the lighting and fenders at the track, and do battle. Racing machines that were instantly recognizable to the viewing fans had a lot of impact on sales. It wasn't long before Class C became the dominate class of motorcycle racing in America. And undoubtedly there were a lot of wolves under sheeps' clothing in this form of competition. Both Indian and Harley-Davidson were guilty of this stretch of the rules, but their survival depended on their brands winning in front of the public.

The year 1937 ushered in the new Harley-Davidson WL series of 45 cubic inch motorcycles which were aesthetically like the 61ci OHV models that debuted the year before. The 45s also benefitted from advances showcased in the Big Twins. The 45s had a redesigned motor featuring a recirculating oil system and roller bearings throughout the engine, just like the Big Twins.

In 1938, the 45's again benefitted from trickledown technology with an improved transmission like the Big Twins, with 3 speeds and a drum shifter cam. Oiling was improved with a vane-type dry sump oil pump driven off the rear cam. Harley-Davidson had fallen behind the Indian Sport Scouts in the ring of competition when Class C became prevalent but that now changed with the newest 45 cubic inch roadsters....or racers. The WLDR which was offered beginning of 1937 started to level the playing field. By 1938, the WLDR became a potent racer, available right out of the Harley-Davidson catalog. Unknown competitor, Ben Campanale battled it out at Daytona that year against Indian's Lester Hillbish and won. He won again in 1939 becoming the first two-time winner of Daytona.

The 1938 Harley-Davidson WLDR being offered was restored by Dale Walksler of Wheels Through Time Museum in Maggie Valley, North Carolina. The machine is finished in Harley's Teak Red, highlighted with a black stripe bordered with gold pin striping. Many rare parts were used in this authentic restoration of the WLDR. Perhaps containing some factory experimental parts that left the factory, but this engine possesses special enlarged intake ports into the cylinders and rare aluminum cylinder heads. It's a motorcycle that looks fast just setting there, or the new owner could put it back on the road and hunt for Indians.

\$35,000 - 45,000

227

1915 HARLEY-DAVIDSON 11F

Engine no. 10446 K

- Restored by Larry Wood
- Featured in magazine advertisements and television airings



The Harley-Davidson twin cylinder motorcycles for the 1915 model year were transitional model models. It would be the final year for the old flat style gas tanks and also the final year for the pedal cranks which for this year were "step starters" allowing the starting of the motor whether the bike was on the stand or setting on the ground. In the following year, the gas tanks would become streamlined, although still in Harley's well known Renault Gray, and the pedal cranks would disappear in favor of a full kick starter off the transmission. Production would also increase ten-fold from the 1910 year for just this one model. It was truly a massive accomplishment for the company to achieve.

The Model 11f was the company's most popular model with 9855 units produced. The motorcycle featured their 61 cubic inch V-twin motor with reliable magneto ignition. Lighting was by acetylene gas, both head and tail lights. The engineering achievement for this model year was the three-speed sliding gear transmission. They wisely anticipated that riders unaccustomed to shifting gears with the hand lever could damage parts of the mechanism, that they also introduced a clutch interlock which prevented the shifting of gears unless the clutch pedal was depressed.

Assisting that action is a hand clutch lever under the seat area which depressed the clutch when starting out. This was useful when the rider was on an incline where one foot would hold the bike stationary with the foot brake while the other foot maintained the rider's balance. That left using the hand clutch to get the motorcycle moving. This was the first year for the oil tank to be situated in the gas tank. The price for a new Model 11f was an affordable \$275 in 1915.

This 1915 Harley-Davidson 11f being offered for sale is from later production for the 1915 year, and was restored by Larry Wood. The motorcycle is beautiful in the factory color of Renault Gray with a dark blue band on the gas tank, fenders and tool boxes, and lined with bordering red pin striping and a white pin stripe center. Plating is bright polished nickel as standard for that period. This particular motorcycle has won many awards and has also been featured in magazine advertisements and television airings. It comes with an accessory mechanical horn, speedometer, and acetylene lights and acetylene fuel tank secured to the handlebars. The 1915 Harley-Davidsons have been a favorite motorcycle for the Motorcycle Cannonball riders and enthusiasts alike for their very dependable service. As beautiful as a motorcycle can be, it is fully operational and ready for a new owner to enjoy.

\$45,000 - 55,000

1914 EXCELSIOR MODEL 7-C V-TWIN

Engine no. 51048

• *Resplendent in its original "Excelsior Gray"*

The Excelsior Motor Mfg. & Supply Company made the following statement in the company's 1914 sales catalog, "we take pleasure in calling to your attention the fact that the EXCELSIOR AUTOCYCLE has been built for seven consecutive years with no radical changes in design". The initial development by Walter Heckscher on the Excelsior in 1907 was well thought out and proven through the early years. For 1914, seven distinct models, each designed to meet a particular requirement of service and price were offered. The company not only marketed to the pleasure rider, but also aimed for rural mail carriers, municipal and governmental services, various commercial services, competition riders and also police departments – enticing, as a year earlier in 1913, rider Lee Humiston, the Excelsior became the first motorcycle to achieve 100 mph.

This 1914 Excelsior is the Model 7-C which is the single speed twin with chain drive, and sold for \$225 when new. Its 61c.i. V-twin engine developed 7-10 horsepower, using a Bosch high tension magneto and an Excelsior-Schebler Model H carburetor. The Excelsior used positive oil distribution through a force feed pump on the timing chest. Oil was delivered by a controlled drip from the oil tank and fed into the right hand main bearings. There the oil would have been distributed and sprayed throughout the motor, and eventually would have been burned up during operation, so riders wanted to see a slight haze of smoke when they rode. Evolving towards the day when pedal cranks would become history, this machine sports a set of drop forged cast foot rests.

The right grip controls both throttle and compression release while the left grip works the Excelsior-Eclipse clutch. Spark advance is regulated by a small lever mounted on the side of the gas tank. On the practical side, a rear carrier is secured to the rear fender so the rider could carry parcels or riding apparel.

Resplendent in its original "Excelsior Gray" with red panels highlighted with a broad maroon band and gold pin striping, this was one beautiful motorcycle when it first rolled into the daylight back in 1914. The large gold decals on the sides of the gas tank remind you instantly who made this fine motorcycle. There's not one dent in the sheet metal nor are the handlebars damaged in any way. In addition, there is little wear on the sprockets, indicating that this motorcycle saw minimal use in its life. If you appreciate exceptional original condition motorcycles, you'll love this Excelsior twin. Being released from the Wheels Through Time Museum in Maggie Valley, North Carolina, the new owner can be assured that this motorcycle will perform like new. Relive the past with a ride on this wonderful old Excelsior.

\$40,000 - 50,000
WITHOUT RESERVE

Further properties

229

1929 HARLEY-DAVIDSON DL SPORT SOLO

Engine no. 29DL4165

- *High compression engine with Dow metal pistons*



Dubbed the three-cylinder Harley by Indian riders and other detractors, Harley-Davidson's new motorcycle was the company's latest entry into middleweight bike class. Earlier, the company produced the Model W, the Sport Model, a fore and aft flat twin. Much like the English Douglas, it didn't sell well in the United States market. Nearly 9900 Sport Models were made between 1919 and 1923. Indian also went down this same road earlier with their Model O and encountered the same resistance in the market.

The new class of middleweight motorcycles possessed 45 cubic inch engines, a trend started by Excelsior's new Super-X in 1925 and shortly thereafter with the enlarged Indian Scout in 1927. Ever conservative, Harley-Davidson stepped up to the plate with a newly designed 45 cubic inch sidevalve motor. In a cost saving idea, the new motorcycle would utilize the existing chassis from the 21 cubic inch Model B single. This required the generator to be mounted vertically to miss the front downtube of the frame, hence the nickname "three cylinder Harley".

The era of the pocket valve Model J was over. The Model D was all new for 1929, using battery and coil ignition rather than a magneto, and had removable Ricardo heads.

Small headlights were the trend beginning in 1928 and Harley went one better with small twin "bullet" headlights for their models in 1929 and 1930. The primary chain was kept moist with an air/oil mix from the crankcase breather system. The bike held onto its past with a final year running clincher wheel rims. In a nod to noise nuisance, the bikes featured quiet four tube "Pipes O' Pan" mufflers. The 3-speed hand shift transmission was secured to the frame, a first for the company, and the clutch ran dry under a sheet metal chain guard.

The 1929 Harley-Davidson DL features the high compression engine with Dow metal pistons. The finish is gorgeous and in perfect condition with Harley's famous olive green, highlighted with broad stripes of red and lined with black and gold pin striping. The motorcycle is set up for enjoying on the street with drop center rims to ride more safely, an additional horn and modernized bullet headlights. This is an opportunity to own the first year Harley-Davidson 45 that is ready to enjoy on the roads again.

\$20,000 - 24,000

230

1982 HONDA CX500 TURBO

Frame no. JH2PC0305CM000419

Engine no. PC03E2001530

- Only 609 miles from new!
- c.80 horsepower



If you had to boil down the technology and two-wheeled craziness of the early 1980s into one motorcycle, you could do a lot worse than Honda's 1982 CX500 Turbo. After a lot of same-ol'/same-ol' during the 1970s, the first half of the '80s featured tech, tech and more tech – and Japan Inc.'s first full-production turbo was a perfect and early example.

It's no secret that Honda and Yamaha were at war sales-wise during the early 1980s, and the CX500 Turbo was a shot across Yamaha's bow. Honda leaked the Turbo project a year before it was officially introduced just to flex its muscles, tweak Yamaha's nose, and set the stage for the technological onslaught that was coming – liquid-cooled Turbos, Magnas, Sabres, Interceptors and, later, CBRs.

Making about 80 horsepower, the CX500 Turbo was fast for a 500, but it was no back-road scratcher. The turbo lag and the bike's weight and semi-heavy steering made it more of a sport tourer and backroad cruiser, where its superb fairing, ergonomics and smoothness proved superb. That, plus its beautiful curves, paint, and fit and finish, made it big news, but with the economy down and baby boomers leaving the market after 15 years of heavy spending, the bike only lasted two years (it became a 650 the following year).

This particular machine is a superb, low-mileage example, with just 609 miles on the odometer. It is an amazing snapshot in motorcycle history, a real-steel, aluminum, rubber and plastic example of the excitement of the early 1980s. Things will never be the same, but owning this Honda Turbo will certainly bring you back!

\$10,000 - 14,000

231

1972 HONDA CB750

Frame no. CB7502228809

Honda's legendary CB 750 SOHC "superbike" has to be in motorcycling's most significant top three machines. Four cylinders. 750cc. A disc brake. Handsome styling. Excellent reliability. Serious performance. GP-esque engineering. Electric starting. And those four beautiful pipes. Its look and sound captured everyone's attention in the late 1960s, and the way it roared down the road shook their souls to their foundations. "From the moment the public first laid eyes on it at the 1968 Tokyo Show," wrote *Motorcyclist* when it crowned the CB 750 Motorcycle of the Century in its 100th Anniversary edition, "the CB 750 was an unqualified success. With its visually imposing inline engine and four gleaming headers, the CB 750 looked like a street-legal GP bike. And with a 125-mph top speed, it had the performance to match." The machine offered here was sympathetically restored front to back, top to bottom. All mechanical components were renewed or refurbished as necessary, while as much of the original patina as possible was carefully preserved. The result? This is a bike with a "comfortable appearance" – not a trailer queen – with the look and feel of an original that has been ridden consistently yet carefully, maintained over time, and now carefully refurbished to retain all that ownership character yet perform like it did when brand new 45 years ago. A special opportunity to take you back to the seventies.

\$7,000 - 9,000



232

1975 HONDA CB400F

Frame no. CB400F1004250

Engine no. CB400FE1004301

While most midsize machines of the 1970s made do with two cylinders, the Honda CB400F Super Sport – based on the CB350 Four – stuffed a quartet of pistons into its jewel-like engine, one of the most compact and prettiest designs Honda has ever produced. With lithe, beautifully sculpted body parts, the 400F's overall styling is set off by a dramatic 4-into-1 exhaust system, the first such configuration seen on a production motorcycle. Introduced in 1975, this factory-built café racer – the first from Japan, Inc., incidentally – outshined Honda's previous midrange offerings, and remains a sporty, quality and highly collectable machine. At the time, *Cycle* magazine was especially enamored, noting, "The Honda CB400F is a marvel: It handles remarkably well, stops with authority, snaps through the gears precisely – and motors along smartly. The bike feels all of a piece, as if a hundred separate design systems fell into perfect synchronization. Yet the attraction of the 400 transcends its obvious competence. Even a card-carrying Anglophile would agree that the CB400F has real character. If you can't respond to the CB400F's electrifying mechanical presence, you should immediately switch your sport to checkers." High praise indeed. This red, '75-spec CB400F, a first-year machine built in October of '74 (the bike was only produced for three years), underwent a full restoration by the vendor. The bike's odometer shows 23,573, but has only been ridden once since.

\$5,000 - 6,000



1911 READING STANDARD MODEL R-S SINGLE• *Original condition example*

Engine no. S1228



"Built and Tested in the Mountains" boasted the little pioneer motorcycle manufacturer from Pennsylvania. Reading Standard's history began in 1896 as a manufacturer of bicycles, one of many in the city of Reading that produced thousands of bicycles and shipping them all over the world. In the beginning of the Twentieth Century, the lure of manufacturing motorcycles was too strong to resist, and the reality of a declining bicycle business perhaps drove that decision. In 1903, Reading Standard offered a basic motorcycle based on the popular Thor motor and parts offered by the same. Many of the pioneer manufacturers did the same thing, essentially building a kit motorcycle from Thor parts.

By 1906, Reading Standard was producing its own complete motorcycles and the following year, unveiled their signature engine, the side valve as designed by Charles Gustafson, the first in America. Gustafson went on to Indian in 1909 and designed the Indian Powerplus, a design concept that ran until Indian's demise in 1953. At this period in time, Reading Standard was out producing both Harley-Davidson and Indian. A point that Reading Standard heralded that year was conquering Pikes Peak, the first motorcycle to do so, and it was on a stock machine.

In 1911, Reading Standard produced what may have been one of its best models, the "Model R-S", a 30.45 cubic inch side valve single cylinder motorcycle rated at 4 horsepower. It was the only model produced that year in the Reading plant.

While RS's competitors in Milwaukee and Springfield had now massively out produced them, it didn't stop the little company from being innovative. There were 35 improvements listed for 1911 with some debuting before the competition. New were a spring fork, a spring seat post and a new lower frame to obtain a lower saddle height. Also new was a chain adjuster that would not affect the tension of the flat leather drive belt. Like competition engines, the crankshaft rode on ball bearing instead of bronze bushings. There were two sets of brakes; a coaster hub and a foot controlled service brake. Reading Standard claimed that servicing was easy as they developed a novel method of retaining the engine securely in the frame, but just as easily it could be removed. Additionally, the engine featured interchangeable exhaust and intake valves. The belt tensioner is foot operated and worked by locking the position on a ratchet plate, as there is no hand lever to operate the system.

The 1911 Reading Standard offered in this sale is perhaps the finest original condition example of this model in the world. It's a spectacular motorcycle finished in Reading Brown with an orange panel on the gas tank, all highlighted with white pin striping. The owner removed the gas tank one time to inspect the paint condition where it never saw wear. He said it was amazing. This motorcycle is so original that the rear tire mounted by the Reading Standard factory worker is still worn on the bike. The condition is fantastic with all the original paint intact and the nickel plating well preserved. This motorcycle will be a wonderful addition to any passionate motorcyclist's collection.

\$110,000 - 130,000

234

1912 HARLEY-DAVIDSON X-8-A SINGLE

Engine no. 7498B

- *Magneto model*
- *Restored in the late 1970s*



The growth of the Harley-Davidson Motor Company was one of logical development and conservatism. The Harley and Davidson boys looked around them in Milwaukee and gleaned the best ideas in the then current industry standards of 1903. It was right in front of them. Their basis of engineering in those early days was using logical ideas and experiences to construct a reliable motorcycle that would be accepted by the public.

The first Harley-Davidsons had a capacity of 24.6 cubic inches and only developed 2 horsepower, but it was enough to get the job done. Three years later in 1906, the engines were increased slightly in displacement to 26.8 ci. A new building allowed them to produce 50 motorcycles and engines for sale. Color changed from Piano Black to Renault Gray which began the "Silent Gray Fellow" nickname. Each following year, the company's production capacity grew, using the same basic motorcycles with incremental improvements. The year 1909 was pivotal as the motorcycles continued to be modernized. The engine now displaced 30 ci, a feature that would remain until 1913. The year 1909 brought in the first use of Bosch magnetos, 2-piece gas tanks, a new 50 ci V-twin, and the very first sale to a police force in Pittsburgh, Pennsylvania.

The year 1912 was a breakthrough in the Motor Company's history. The employee count rose to nearly 1100 factory and office staff, producing 3852 motorcycles. A new frame allowed for a lower saddle height which required new gas tanks which sloped downward at the rear.

The pedal crank was now mounted in a bushing which allowed adjustments without upsetting the belt tension to the rear wheel. The most important innovation was the addition of the Free Wheel Clutch to some models. The mechanism was part of the rear wheel and actuated by a lever on the left side of the engine. No longer did a rider need to pedal down the road to get a start. Once the engine was running, he simply engaged the Free Wheel Clutch to depart smoothly.

The 1912 Harley-Davidson single being offered is a Model X-8-A where the 8 represents the 30 ci F-head single for the year and the A indicates a magneto model, while the X shows the machine had one of the new Free Wheel Clutches installed. This motorcycle was restored in the late 1970's and proudly maintained in excellent condition since. The paint finish has a few light scratches and chips from occasional use but is still excellent. The nickel plating shows the patina of years and use but like the paint, is still in very good condition. A completely original machine as it came from the Milwaukee factory, it starts easily with one kick of the right pedal crank and gets exercised numerous times each year since its restoration. Two final drive belts are included in this sale; one composite laminated belt for riding and one leather belt for display. This motorcycle requires nothing except a new home and someone to ride and enjoy it.

\$45,000 - 55,000

235

1970 BSA 650CC LIGHTNING

Frame no. HD10407A65L

Engine no. HD10407A65L

- *Unrestored*
- *Matching numbers*



BSA turned to unit construction for its range of parallel twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block.

The first high-performance variant, the A65R Rocket, arrived in October of '63, aimed squarely at America's speed-obsessed throttle jockeys. It was superseded the following year by the yet-faster Lightning 650, first of the BSA unit-construction twins to be equipped with the new splayed-port cylinder head fitted with twin carburetors.

Cycle World's editors really liked the Lightning out on the open road. "It is a sumptuous, torquey machine suited to a wide open highway where it can stretch its legs," they wrote. "Its smooth, quiet gearbox, good muffling and excellent powerband all contribute to fatigue-free riding for hours on end."

Produced through 1970, the original A65s are considered to be the last of the classic BSA twins, as first the Rocket III triple, then the updated oil-in-frame 650s met with mixed market response, no doubt hastening the company's demise in 1973. This unrestored Lightning is from the final year of non-OIF production. A matching-numbers machine showing just 11,000 miles, it retains its original paint and brightwork, and benefits from a recent tune-up, fresh battery and new tires.

\$4,000 - 5,000
WITHOUT RESERVE

236

1973 BULTACO SHERPA T

Engine no. JM12500122

- Owned by AMA Hall of Famer Paul Dean since new



Never intended to go fast, the Bultaco Sherpa T is nonetheless a pivotal competition motorcycle. In the precise, feet-up world of Observed Trials, there was before the Sherpa T, and there was after the Sherpa T. That's how influential the design was.

Previously, trials was dominated by big British four-strokes, touquey and tractable but heavy. In a shock move, Bultaco persuaded Irish trials master Sammy Miller off his successful, beloved Ariel 500 and enlisted him to develop a lightweight Spanish 250cc two-stroke.

Almost overnight, the four-strokes became obsolete as Miller won the prestigious Scottish Six Days Trial on the new Sherpa T in 1965. He would do the same in '67 and '68, and claim the European Trials Championship in '68 and '70. During the 1970s Sherpa T's would win the World Trials Championship an amazing eight times.

This matching-numbers 1973 Sherpa 350 T, original with the exception of a period Preston Petty front fender, is unique in that it is a one-owner machine – that owner being AMA Hall of Fame inductee Paul Dean, best known for his editorships at both *Cycle Guide* and *Cycle World* magazines, but an avid trials rider during the sport's 1970s boom. Unridden for many years, the bike will require a simple recommissioning before use. It is sold with the original Manufacturer's Statement of Origin in Dean's name.

**\$1,500 - 2,500
WITHOUT RESERVE**

1955 VINCENT 998CC SERIES D BLACK KNIGHT

Frame no. RC12867
 Engine no. F10AB/2/10967

- One of c.101 produced
- Ground up restoration
- Engine to Black Shadow specification



It was to be the Vincent that would usher the company into a bold new future, a 'two-wheeled Bentley,' in the words of Philip Vincent, who considered the design his best work. Its flowing, all-enclosing bodywork would set new standards of refinement, allowing riders to commute to work in a crisp business suit, not leathers or nasty old waxed cotton.

It had been Vincent's belief that weather protection, combined with enclosure of engine and gearbox, would make the Series D Vincents the ultimate 'Gentleman's Express,' and to reflect this change of emphasis the enclosed Rapide and Black Shadow were known as Black Knight and Black Prince, respectively. In actuality, delayed delivery of the fiberglass bodywork – plus continuing demand for traditionally styled models – resulted in over half the production leaving the Stevenage factory in unenclosed form.

Other Series D innovations included a new frame and rear suspension: a steel tube replaced the original upper member/oil tank, while the previous paired spring boxes gave way to a single hydraulic rear shock. In place of the integral oil reservoir there was a separate tank beneath the seat. The user-friendly hand-operated centerstand was a welcome addition, and there were many improvements to the familiar V-twin engine, including coil ignition for easier starting and Amal Monobloc carburetors.

Sadly, the motorcycle community greeted the innovative new Vincents with suspicion. Its creator's vision of the Series D as a two-wheeled Grand Routier just did not conform to the public's perception of the Vincent as the ultimate sports motorcycle. The firm lost money on every machine made, and when production ceased in December of 1955 after only six months, just over 500 Series D twins had been built, c.101 of them Black Knights.



This Black Knight took an interesting path to the U.S., dispatched new from the factory to the island of Cuba, before taking up residence in Pennsylvania for many years. After trading hands, the bike was treated to a ground-up restoration about five years ago and remains in concours-worthy condition, having covered not many miles since.

Several upgrades should make the Black Knight even more roadworthy than it was originally, namely a Black Shadow specification engine rebuild and Lightning-spec brakes and modern Works Performance suspension, a damper up front and coil-over shock beneath the rear bodywork.

\$120,000 - 140,000



1980 DUCATI 900 SS

Frame no. DM860SS089164

Engine no. 089683

• *Ground up restoration*

Ducati's second-generation V-twin engine, the 864c 'square case,' debuted in the oddly angular 860 GT of 1974, but the following year was back in more familiar surroundings, used to power the new 900 SS Super Sport. To Ducati fans' delight, that bike was styled like the 750 SS developed from Paul Smart's Imola winner, and like its smaller sibling used desmodromic valve gear. The 900 SS's competition heritage was obvious on the road: "While other flash Italian bikes are basically roadsters dressed up and pretending to be racers, this is the real thing," declared the UK's *Bike* magazine. The square-case 900 SS remained in production for the remainder of the decade, offered in a variety of specifications and trim levels.

As seen here, the 1979-80 editions in their black-and-gold livery may have been the most striking. Gold cast wheels were also part of the package, and by then the engine benefited from several useful upgrades, namely a beefed-up bottom end, improved alternator and Bosch ignition.

Cycle World columnist Peter Egan has owned several 900 Super Sports, written about them often and considers the 1980 iteration among his all-time favorite motorcycles. "At the time I bought my first 900 SS back in 1980, it was the nicest sportbike I'd ever ridden," he said. "Brakes, handling, torque and speed were all marvelous, and that wonderful V-twin sound..."

An excellent example of the model considered by many to be last of the pure Taglioni-designed Ducatis, this 900 SS – resplendent in its fresh black-and-gold paint – has been treated to a ground-up mechanical and cosmetic restoration, records and receipts to accompany the sale.

\$38,000 - 42,000

239

1973 DUCATI 750 GT

Frame no. 751187
Engine no. 751813

• Full engine overhaul



It's been called the motorcycle that made Ducati. Before the 750 GT, the Italian company was best known for its small-bore singles; but after fabled *Ingegnere* Fabio Taglioni arranged two cylinders in a 90-degree vee in 1971, the modern Ducati sporting V-twin was born. It was a blueprint for success the company follows to this day.

The engine's 90-degree layout made for exceptional smoothness but a lengthy wheelbase, a handicap more apparent than real, and which failed to stop the fine-handling Ducatis from notching a succession of wins in Formula 750 events, commencing with Paul Smart's famous victory at Imola in 1972. The GT's impact in the U.S. was immediate. Editor Phil Schilling recalled that the Ducati "simply astonished *Cycle* magazine staffers," who ballyhooed the Ducati roadster as "The Most Startling 750 Yet!" on the October 1972 cover. Later that year, the GT finished fifth in the magazine's performance-oriented shootout but, said Schilling, it was the bike "everyone wanted ride home, point totals or no."

Thirty years on, in a 2003 *Cycle World* story, the editors rode a well-preserved GT and came away suitably impressed, noting, "The Ducati in its time was a revelation – powerful, smooth, reasonably light, with good suspension and brakes. It is still a glorious revelation. The GT's power delivery feels ample and immediate, cornering easy and secure. It's easy to see why this Ducati made such an impression in the 1970s."

Restored with concours d'elegance success as a goal, this 1973 750 GT was renewed stem to stern, including a full engine overhaul. It has been road tested and fully checked out. This turnkey classic, an eminently rideable machine, is now ready for a new owner.

\$28,000 - 32,000

240 Ω

The Ducati Corse factory race department-built, spare bike for the factory race team at the 1973 Bol d'Or 24-Hours, ex-Doug Lunn, Percy Tait, Steve Cull, Graham Boothby, Isle of Man TT, Irish Road Racing Championship, North West 200,

1973 DUCATI 750CC WORKS ENDURANCE RACING MOTORCYCLE

Frame no. 3 (see text)

Engine no. 752389 DM750



Ducati has won fourteen World Superbike titles in the past 29 years, but until an Italian spring day exactly 45 years ago, the Bologna factory then owned by the Italian government and best known for its small-capacity four-stroke singles, some with desmodromic valve gear, had zero big-bike credentials. But Paul Smart's Imola 200 race victory on April 23, 1972, with teammate Bruno Spaggiari a close second, changed all that.

Imola 1972 was the race-winning debut of what would become Ducati's trademark engine format - the 90° desmo V-twin. And for its debut race, unlike almost all its competitors in Formula 750, Ducati lifted the curtain on today's Superbikes by equipping the Smart/Spaggiari racers with the same heavy steel frame fitted to its new V-twin road bikes, complete with long 1500mm wheelbase, and lugs for the centre stand. It was a true Production racer, and Smart's Imola win proved racing really does improve the breed, as evidenced by the launch soon after of the green-frame 750 SS street version of the Imola-winning racebike.

But in attempting to repeat his company's Imola 200 victory in 1973, Direttore Tecnico Fabio Taglioni constructed Ducati's first-ever outright V-twin racer, which moreover unlike the previous year's bike didn't use the 750 SS chassis and engine. Instead, it had a special short-stroke motor with uprated 60° heads, and much higher 11.2:1 compression versus the 10:1 ratio of Smart's bike. This format, reasoned Taglioni, would allow the Ducati to rev harder in pursuit of more power to deal with the increasingly dominant F750 two-strokes. The new engine measured 86 x 64.5 mm, compared to the 80 x 74.4 mm dimensions of the '72 Imola-winner, but to produce increased horsepower of 89 bhp at 10,000 rpm it had to be revved harder, with reduced torque lower down the revscale, a traditional asset of Ducati's V-twin motors.

To house the new engine Taglioni produced a much lighter and more compact frame, built by chassis specialists Daspa in chrome-moly steel tubing. Like the Smart bike this was an open-cradle spaceframe design using the engine as a semi-stressed member, but this time incorporating eccentric chain adjustment at the swingarm pivot, and offering a choice of three separate rear axle locators which meant the wheelbase (and thus the weight distribution) could be varied in 30mm increments from 1420mm to 1480mm.



The 1973 Ducati Corse 860cc endurance machines



Whilst in Percy Tait's ownership, photographed at Darley Moor in 1974



Three examples of the all-new short-stroke F750 Ducati racer were built in time for the Imola 200 run in April 1973, in which Bruno Spaggiari again finished second, this time to Jarno Saarinen's victorious Yamaha, though teammates Bruno Kneubühler and Mick Grant each retired from at least one leg of the now two-part race. Next, Taglioni developed a larger capacity 864cc version of the engine – later to reach the marketplace as the 900 SS - by combining the stroke of the 1972 Imola bike with the bore of the 1973 version, for 86 x 74.4 mm dimensions. This duly made its debut that July in Spain's gruelling Montjuich 24-Hours race, winning first time out in the hands of local experts Salvador Canellas and Benjamin Grau, in a team run by Ducati's Spanish importer, Ricardo Fargas.

As a reward for this victory, Fargas was entrusted with running the official two-bike Ducati Endurance team in September's Bol d'Or 24-Hours in France, then still run on the Le Mans circuit, but which for 1973 was blighted by 15 hours of torrential rain. With the Bol d'Or one of the only two races alongside the Imola 200 officially sanctioned for 1973 by Ducati's new state-appointed director Cristiano de Eccher, who disliked racing, three motorcycles were constructed inside the Ducati factory for the race, all fitted with 864cc engines.

To ride them, Canellas/Grau were joined by Jaime Alguersuari/Alejandro Torrado, with a third bike as a spare. All three featured the same lightweight short-wheelbase chassis design as that year's Imola F750 racers, but with only a single rear axle locator in the swingarm rather than three. Although Grau qualified third fastest for the race, and he and Canellas were up to fifth place by daybreak, they retired after 17 hours having covered 264 laps, while their teammates managed 403 laps before retiring, with Alguersuari unfit to ride because of the arduous conditions. With racing now frowned on by Ducati management the three bikes were returned to Italy, and did not race again that year.

However, the following year British importers Coburn & Hughes were eager to enter a V-twin Ducati for the first time in the 1974 Isle of Man Formula 750 TT, and were supplied with what transpired to be the spare Bol d'Or factory Endurance racer bearing chassis no.3. But to conform with the race's capacity limit this was fitted with what was essentially a lightly tuned 86 x 64.5 mm 750 SS street engine – top speed through the TT's Highlander speed traps was a measly 134mph.



©Mortons Archive - from the Nicholls Collection

Doug Lunn riding the Ducati in the 1974 F750 Isle of Man TT.



Nevertheless, Coburn & Hughes sales manager Doug Lunn rode it to a fine 9th place in the six-lap race, averaging 95.81 mph for 2½ hours against all the faster two-strokes, to be the second four-stroke home behind Percy Tait in fourth place aboard the legendary works Triumph triple known as Slippery Sam.

With his job as works tester and factory-supported racer for Triumph now ended because of the Meriden factory closure in February 1974, Percy Tait acquired the Ducati from Coburn & Hughes via Lunn, whom he knew well. With support from Coburn & Hughes, Percy raced it at many British circuits in the second half of that year, including Snetterton, Darley Moor and Mallory Park, and demonstrated it for them at press and customer track days, although he experienced several mechanical problems which meant the bike made a couple of return trips to the Ducati factory. Percy then stepped up a level in performance by acquiring a Yamaha TZ750, and the Ducati lay unused until he sold it to Brian Cull for use by his brother Steve Cull in the Irish road races. It was on the Ducati that Cull established his International reputation, winning the 1976 Irish Road Racing Championship on it, having been timed at 155mph at the North West 200 that year on the Ducati.



After it inevitably became uncompetitive with the passage of time, the ex-works Ducati was passed down through the ranks of Irish riders until it was purchased in Northern Ireland in the early 1980s by Lancashire-based Graham Boothby and Tony Teasdale, whose TGA company provided a race meeting service for Classic racers for more than thirty years. They restored the bike, and Steve Wynne of Sports Motor Cycles, who had entered Mike Hailwood when he made his fairytale return to racing in the Isle of Man by winning the Formula One TT on a Ducati in 1978, prepared the engine for Graham Boothby to compete on it in Classic racing events all over Europe.

Boothby's own personal highlights on the Ducati included a 90mph lap at the Ulster GP, and teaming with Graham Hurst to be the highest placed Ducati to finish the Monza 100 Miglia Classic Endurance race in 1989, a race run in a torrential downpour. Wayne Mitchell finished second on the Ducati in the IHRO F750 race at Croix-en-Ternois in France in 1998, after slowing while leading due to a leaking gearbox seal, while Steve Carthy was second on it in the Classic F750 race at Chimay in Belgium in 1999. Eventually the Ducati was retired from the racetrack, and owing to the owner's passing is now offered for sale,

This is an extremely rare example of a genuine Ducati works racer from the Classic era, one of only six constructed in the factory in 1973 with the lightweight short-wheelbase chassis with eccentric swingarm pivot adjustment, and one of only three second series such bikes with the single rear axle locator in the swingarm. As such, it is one of the last three Ducati factory racers to be fitted with a special competition frame for exactly 30 years, up until the advent of the firm's current participation in MotoGP racing – all others since it was constructed had been Superbike or Supersport entries using a production frame derived from Ducati's roadbike catalogue.

It's understood that the motorcycle is in running order, but it will clearly need recommissioning before use on the race track. It should be noted that as well as being stamped with frame number 3 on the headstock the machine is also stamped with a street motorcycle designation '075401'. This was almost certainly to aid the movement of the machine across borders, a common practice in those pre-EU days.

**\$100,000 - 140,000
WITHOUT RESERVE**

241

1967 DUCATI 250 SCRAMBLER

Engine no. 99478

- Restored
- Original-paint gas tank



If you didn't know better, you might think this 1967 Ducati 250 Scrambler was a mild custom, what with its tiny gas tank, abbreviated fenders and solo saddle, sort of a cross between a bobber and a scrambler. In fact, that's just how it left the factory. Ducati's U.S. importer Joseph Berliner liked the looks of his brother Michael's converted Ducati 250 flat-tracker, and implored the factory to build something similar but with lights, so that Ducati would have something for the street-scrambler trend just getting started in America in the early 1960s.

In *365 Motorcycles You Must Ride* the authors rightly call those first Ducati Scramblers, "The key to solidifying Ducati's place in the American market," going on to explain, "Sometimes you don't want to be crouched behind a fairing on a long, lefthand sweeper at speed.

Sometimes you just want to sit up and cruise to the beach and wave at girls. Or guys. But you still want to be on a Ducati. Thanks to importer Joe Berliner, you can. He convinced Ducati to build the Scrambler."

This 1967 Scrambler comes from the garage of a longtime Ducati singles collector. Starting with a solid frame and engine, he restored the bike to what could be described as excellent 'rider-concours' condition, using a variety of NOS or renewed parts, the exception being the untouched original-paint gas tank, slightly faded and with a few nicks, but just too good to repaint. One fortunate find was a pair of NOS Pirelli MT53 tires, original fitment back in the day.

\$6,000 - 8,000

242

1964 HONDA CA95 BENLY TOURING 150

Engine no. CA95L4001719

While Honda is now the world's largest motorcycle maker, that success was anything but assured in post-WWII Japan when Soichiro Honda began selling motorized bicycles powered by war-surplus 50cc radio generator motors that ran on turpentine. To be considered a serious bike-maker, Honda needed serious motorcycles, full-size models that could be exported around the world. Starting in the late 1950s, those bikes would be the Benly 125 and 150, plus the similar-looking Dreams, available in 250 and 305cc versions. Styling, with curiously squared off headlight and shock bodies, and deeply flared front fender, was more Teutonic than Japanese, but the bikes' oil-tight engines, reliable electrics, first-class build quality and push-button starting won the day. Honda was here to stay. Often referred to as 'Baby Dreams,' the CA95 Benly series, with 154cc overhead-cam twin-cylinder engines producing 16.5bhp at 10,000rpm, were as technologically sophisticated any small-bore street bike of the era, paving the way for ever more advanced Hondas. The Carter Collection's 1964 example is from the end of the model's production run. Subject of a recent cosmetic restoration before joining the collection, and with just 11,500 miles on the odometer, it's not known if the engine needed or received an overhaul, but the vendor informs us the bike runs very well indeed.

**\$2,000 - 3,000
WITHOUT RESERVE**



243

1967 HONDA CL77 305 SCRAMBLER

Honda's most significant motorcycles? Tough question but the Super Hawk 305 and Scrambler 305 have to be in the conversation. These were the two machines that put Honda on the big-bike map in the mid-1960s, each more than a match for British 500s of the day. While the Super Hawk roadster was heavily European influenced, the Honda 305 Scrambler was quintessentially an American motorcycle, meant for the wide-open spaces, gravel pits and dirt roads of the U.S. Basically an enlarged version of the CL72 Scrambler 250 introduced three years earlier, the dual-purpose 305 differed from the road-only Super Hawk in its use of a full-cradle frame, and as a weight-savings measure the street bike's electric starter was deleted. Like most scramblers of the day, it was not intended as an out-and-out racer, but rather a competent all-rounder that could be ridden just about anywhere. People wanted to have fun on two wheels, and with a scrambler the adventure did not have to end when the pavement did. "We liked the Honda Scrambler," wrote *Cycle World* magazine in their 1965 road test. "It's not the best scrambler in the world, nor the best touring bike. What it does offer is a surprisingly good ride-to-work motorcycle that will not balk at excursions out into the boondocks. That is precisely what a lot of riders want, and that is why so many Honda Scramblers are seen on our streets." This CL77 from the Carter Collection, showing just over 9,000 miles on the clock, has had its gas tank, fenders and side panels resprayed in Honda Cloud Silver, otherwise it is authentic and unrestored – even retaining its stock muffler end cap, the majority of which were jettisoned soon after purchase.

**\$3,000 - 4,000
WITHOUT RESERVE**



244

1952 BSA 500 A7 STAR TWIN

Frame no. ZA7S28206

Engine no. A7S1476

- *500cc vertical twin*
- *Reportedly an easy starter and strong runner*



In 1947 BSA (to remind you standing for Birmingham Small Arms) – then a huge corporation headquartered on Armoury Road, Small Heath - introduced their new 500cc vertical twin, which they called the A7. It followed conventional lines but had the gearbox bolted at the back of the crankcase.

Originally offered in rigid form, this feature was retained until 1957 to satisfy the sidecar owner, although plunger suspension was an early option. A delightful twin, the sound engineering, strong construction and pleasing lines of this machine have made it an all time favorite.

A new Bert Hopwood designed 650cc A10 twin – the A10 Golden Flash - joined BSA's A7 model in October 1949, the A7 thereafter taking on some of the technology characteristics of its big brother. Both models were superseded by the unit construction A50 and A65 in 1961.

This lightly used example is reportedly an easy starter and strong runner, its single Amal carburetor providing a good idle. These were sporty, do everything, motorcycles in their day and there is every reason to believe that this fine example would not continue that ad infinitum. Its overall finish and mechanical is excellent; a good working classic bike rather than a concours show winner.

\$7,500 - 10,000

245 Ω

1971 NORTON COMMANDO 750CC PRODUCTION RACER

Frame no. 145102
Engine no. 145102

- Fully Documented, to AMA 750 Spec
- Ex-Phil Schilling



Its innovative vibration-beating Isolastic frame enabled the Commando to prolong the life of Norton's aging parallel twin. Launched in 1967, the model was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. A true 'skunkworks' project, the Production Racer variant was introduced for 1971 and hand-assembled at Norton race manager Peter Inchley's famous 'Long Shop,' a hangar at the old Thruxton air base. A homologation special built for little more than one season to qualify for various 750cc road racing series, the street-legal 'Proddy Racer' was the fastest/quickest Commando made, capable of 130mph as delivered with a list price double that of standard Commandos.

Credit for the performance goes to the blueprinted engine, meticulously assembled to race spec, good for at least an additional 10bhp. Handling likewise was improved upon thanks to test rider Peter Williams, also an excellent development engineer, who could simply throw open the hangar doors and commence to hot-lapping the adjacent Thruxton race circuit. It certainly did the bike's credibility not one iota of harm when Williams and co-rider Charlie Sanby took a Production Racer to victory in the 1970 Thruxton 500 endurance race. While records aren't definitive, it is believed that fewer than 200 Production Racers were made, perhaps as few as 120.

The example on offer here, is a tad more special than the average, already rare Norton Proddie Racer.

The bike was built for Executive Editor of Cycle magazine and famed racer, Phil Schilling. A great collector of classic machines, Schilling sensed the collectability of the Norton, so had Peter Williams personally build him the ultimate iteration of the ultimate Commando.

Wilder than that of the standard Production Racer, the engine was built to the same specification of Williams' AMA 750cc Class Special with Norvil 'Triple S' cams, high 10.25:1 compression pistons, big 32mm Amal Concentric carbs and twin megaphone exhausts. A Quaife five-speed gearbox replaced the standard item. Fork sliders and internals have been reworked for superior damping, while the swingarm bushing was totally revised, and the arm itself was lengthened. A 6-gallon gas tank replaces the standard Production Racer item. The bike was extensively tested by Peter Williams on the Thruxton track before delivery in August of 1971. This amazing piece of Norton history is accompanied by a letter from Norton Villiers' Chairman, R. D. Poore to Cook Nielson at Cycle magazine discussing the delivery of the "Schilling Norton", original spec sheets from Norton, and the magazine article. Factory records confirm engine/frame number 145102 was recorded as a racer, dispatched to Berliner, the US distributor, on August 4th, 1971.

This irreplaceable, historically significant bike has been on static display, and, as such, some re-commissioning will need to be undertaken before returning to the track.

\$24,000 - 28,000

1952 VINCENT 998CC SERIES C RAPIDE

Frame no. F10AB/1/8353

Engine no. RC10253

- *One Owner from new*
- *Originally one of the rare 32 'Red/Black' Rapides*



When it comes Vincent motorcycles, Henry Ford's, "Any color as long as it's black," edict for his Model T's might at first seem to apply. But while most Vincents do indeed have black-painted gas tanks and black frame members, there were paint tins of a different color at the Stevenage works, and the thanks go to America for that.

In the late 1940s Vincent in England and Indian over here were each facing issues. Vincent had a high-performance motorcycle but no real dealership network in the U.S., while Indian had many faithful dealers but was hamstrung with out-of-date designs. After a stateside summit between Philip Vincent and Indian boss Ralph Rogers, a deal was struck to sell Vincents in America. Eventually the Indian Sales Corp. would market a multitude of British brands, including Norton, Matchless and Royal Enfield as well as Vincent. While some were rebadged as Indians, it was decided Vincent would get a cosmetic makeover, a dramatic color change.

History does not record why the exact hue, Chinese Red, was chosen. But the color, a bright reddish-orange believed by the Chinese to ward off evil, certainly had the effect of drawing attention, a particularly good quality if you want your motorcycle to stand out in showrooms awash in shiny black paint and glinty chrome.

The Touring Rapide model, with its substantial fenders, was the perfect all-red candidate. Nor did they spare the spray gun, as almost every surface was covered – gas tank, fenders, frame members, suspension, headlight, tool tray, fender stays, sidestand, even the rear brake lever!

Of course, as any good marque historian knows, there are deviations, or as Philip Vincent himself is reported to have said, "There's no such thing as a standard Vincent." What we do know from VOC records is that 32 Rapides left the factory with Chinese Red bodywork hung on the usual black frames, what have come to be known as 'Red/Black' Rapides. Some of these may have been per customer order, some simply due to the exigencies of getting product out the door. After all, black frame parts were quickly vat-dipped, while the red paint had to be laboriously hand-sprayed.

The Rapide offered here is a spectacular find. Not only rare, confirmed as one of the 32 red tinware on black frame machines known to the Vincent Owners Club, but a one-owner barn-find in mostly complete condition, ready for re-commissioning as a rider with lovely patina, or restore it for show.

\$90,000 - 110,000

247

1916 THOR TWIN

Engine no. U 5024

- 7hp
- Older restoration
- Fitted with Rogers sidecar



Thor began not as a motorcycle manufacturer, but as a supplier to the burgeoning motorcycle industry within the United States. As a fabrication shop in 1886, the Aurora Automatic Machinery Company developed skills and reputation for providing precision parts for the huge bicycle industry, providing forgings, castings and much needed parts for the bicycle manufacturers to assemble their products. It was an easy transition into the motorcycle market. George Hendee was already using the Aurora Company to supply raw parts for his Silver Queen bicycles so when he needed expert machine capabilities for his new Indian motorcycle in 1901, he went right to Aurora. With the arrangement that Aurora could manufacture the Indian engine as well as for themselves as long as they did not market a complete motorcycle.

The Thor Moto Cycle and Bicycle Company was formed in 1903 to service the new motorcycle industry and the company prospered rather well supplying every start up motorcycle company in the country with the necessary parts, including engines. The arrangement with Indian ended in March of 1907 when Indian moved into their State Street factory and now had their own foundry necessary to produce engines in house. The following year Thor began opening a network of dealerships and was now making their own complete motorcycles.

Thor was a bit slower than the other manufacturers with new offerings. In 1912 they introduced their new engine design, a 50° V-twin and two years later, offered both a 1000cc and a 1200cc model. In 1915, electric lights were first offered as all the competition was already burning the night with electrics.

The final significant design change occurred in 1916 when Thor introduced its own 3-speed transmission. Rated at 7 horsepower, the V-twin had mechanical operated valves, a multi-plate dry clutch, a typical band brake in the rear and would motor its 285 lbs. chassis and rider up to 55 mph. The finish of the bikes changed from their gorgeous two-tone blue and bright nickel plating to olive drab, a very popular color offered by most of the manufacturers as World War I was on the horizon for the United States.

This 1916 Thor and sidecar being offered is an older restoration in olive drab with pin striping, and includes the preferred sidecar to Thor, the Rogers sidecar.

\$45,000 - 55,000

1962 NORTON PETTY-MOLNAR 519CC MANX ROAD RACER

Frame no. PETTY PR93006

Engine no. MOLNAR 066

- Owned by former AHRMA National Champion John Cooper
- Molnar short-stroke motor rebuilt by the late Bob Barker



This distinctive machine represents the final evolution of the Manx Norton as developed by noted English tuner Ray Petty. He spent a lifetime extracting winning performances from the big bangers – including five British championships from 1962 to 1966 with Derek Minter up. In 1971 Petty prepared the last single to win a British championship and continued to tune Nortons for classic racing until his death in 1987, recording more wins than the famous Francis Beart in whose shop he had served an apprenticeship. In 1971 Petty started making his own race frames, which were lower and quicker-handling, adopting Colin Seeley's swingarm design – rear axle securely clamped to sliding blocks of aluminum – with added triangulation to the steering head. He bronze-welded the frame using thin-wall T45 carbon-manganese steel alloy aerospace tubing. White Rose Racing went on to build 'continuation' Petty-style frames following his death. "Taut and predictable like a wideline Featherbed combined with lightness and ride comfort," said Classic Racer magazine of the design in 1992.

This particular Petty-framed Manx was developed further to meet AHRMA rules. Its Molnar short-stroke engine (92 x 78mm) displaces 519cc, the maximum AHRMA overbore, and uses a lightweight crankshaft assembly with needle-roller big end, a Carrillo rod and a JE forged piston. Titanium valves are attended by R/D springs that are fully enclosed, eliminating that source of oil leaks.

The motor was built by the late Bob Barker, a former Can-Am development engineer who went on to become a most reputable Manx engine expert. Inhaling via a 1½in. Amal GP carburetor and sparked by an electronic PVL magneto built by Brian Richards, there's a strong 60bhp at the crank (an engine-tuning file comes with the bike). The clutch is from NEB and is mated to a six-speed TT Industries magnesium-casing gearbox. Magnesium brakes – a Fontana 210mm up front and Norton conical at back with a floating backing plate mount – mean the Norton is not lacking for binders. Suspension is of equal quality: Computrak-tuned Roadholder forks and ultra-light Works Performance shocks. So this fire-breathing, nimble-handling Manx is guaranteed to go as good as it stops as good as it steers!

The alloy gas tank is a Manx short-circuit style, mounted in front of a custom, hand-formed alloy seat and tailsection. The whole bike is freshly painted in black and silver, and all alloy surfaces have been polished. This well-sorted Manx has competed at many racetracks in North America, ridden by Hourglass Racing's Chuck David and by Team Whitworth's John Cooper, the machine's current owner. Cooper was AHRMA Classic 60s National Champion in 2000 on a BSA Gold Star. Today, the Norton is beautiful, race prepared and track ready. Choose practice days, AHRMA 500 Premier competition, or just display – this Petty Manx will succeed at any one, or all three!

\$40,000 - 50,000

249

1959 NORTON 500CC INTERNATIONAL

Frame no. 84600

Engine no. 51167 H10

- *One of the most charismatic model names in motorcycling history*
- *Fitted with a Manx-spec con-rod and Manx alloy barrel*



One of the most charismatic model names in motorcycling history, "International" was first used by Norton for its top-of-the-range sports roadster in 1932. The Inter's overhead-camshaft engine had been developed in the works racers for the preceding two years, and although it retained the classic 79x100mm bore/stroke dimensions and shaft-and-bevels cam drive of the existing CS1, was entirely new. Based on the works bikes and intended for racing, the International could nevertheless be ordered with refinements such as lights and a kick-starter equipped gearbox. By the time production halted in 1939 it was being built with a four-speed foot-change gearbox and plunger rear suspension (the "Garden Gate" frame), reappearing after the war in similar guise save for the adoption of the hydraulically-damped Roadholder front fork, which replaced the pre-war girder.

The Inter remained fundamentally unchanged until 1953 when it gained the Featherbed frame, all-alloy engine and "laid down" gearbox. It kept its Amal TT carburetor and Lucas mag-dyno. Expensive to make and challenged by cheaper parallel twins of comparable performance – 29.5bhp at 5,500rpm was no longer enough - the 390lb Inter ceased to be catalogued after 1955 but could still be obtained to special order until 1959, many of the later machines incorporating Manx components.

This International is to the final specification, a specification - given that each one was manufactured to special order only - we can assume was somewhat flexible. Perhaps each bike was built with whatever "parts on hand at the time." The point is that this bike was built not in the Bracebridge Street, Birmingham factory but in the vendor's own shop over a period of 25 years as he sourced every Norton part from around the world to ensure that his Inter met that late specification.

The motor has a new Manx-spec connecting rod manufactured by Cammy Norton specialist Ian Bennett together with a Manx-alloy barrel that became standard for the Inter at the end of production. The compression ratio and cam timing are Inter in the interests of easy starting and docility. The seller regrets that the bike has little provenance but assures the world that each part is genuine; "proper Norton parts, just anonymous ones". And what a superb, charming example it is. It was finished in 2015 and the seller has enjoyed riding it gently since then. It remains in "as new" condition.

\$18,000 - 22,000

The following 4 lots are offered from
The Larry Bowman Collection

250

1914 FEILBACH LIMITED 10HP

Engine no. A660

- *A unique survivor*
- *Owned by the Feilbach family until the 1980s*
- *Built by Mr. Feilbach for his personal use*
- *Offered From The Larry Bowman Collection*





The Golden Age of American motorcycling, in the period prior to World War I, may not have been so golden for many of the manufacturers. Indian had become the largest motorcycle manufacturer in the world by 1913 and Harley-Davidson was quickly becoming a major competitor to the bikes from the Wigwam, while Ignaz Schwinn's Excelsior also had a major claim to global sales of motorcycles. Meanwhile scores of the smaller manufacturers were struggling to survive. The "little guys" weren't short on innovation but perhaps became lost in the finances to continue operation, or merely the draw of the cards.

Arthur Otto Feilbach began producing mere handfuls of hand-crafted motorcycles in his workshop garage in Milwaukee, Wisconsin in 1904. These were high quality motorcycles of 350cc displacement and belt drive, and mostly sold to locals. Encouraged by the acceptance of his bikes, Arthur developed a better machine and formally entered the burgeoning motorcycle market as Feilbach Motor Company, Ltd. in 1907, but only produced three motorcycles in that year. It was rumored that Bill Harley worked in this shop for a time following his college education. Each following year he incrementally improved in his production numbers. Finally in 1912, Feilbach moved to a factory on Holton Street and production increased some tenfold.

Securing new capital for 1913, another move to the northern section of the city and Feilbach introduced a new V-twin motorcycle that was quite successful in the local markets. For the 1914 model year, three models were marketed; a single cylinder chain drive, a V-twin chain drive and very unique and innovative to the American market, a V-twin with a 2-speed sliding gear transmission and worm gear shaft drive. The name "Limited" was also adopted because production was limited due to the precision involved in their motorcycle manufacturing. The Feilbach Limited never saw 1915. The costs of manufacturing a very high quality motorcycle and accessing much needed capital to continue growth stymied the fledgling company and the doors were closed forever. It was offered as a contributing factor of the demise, that neighboring Harley-Davidson used its powers to hinder any capital investments to the Feilbach Motor Company.

The 1914 Feilbach Limited offered for sale is a unique survivor of this story. In the 1980s, Antique Motorcycle Club of America member, Joe Koller from Wisconsin, purchased this motorcycle from Charles Feilbach, son of the company founder. Following the closure of the Feilbach factory, it was assembled from surplus parts. At that time it received a maroon painted front rim and had wooden foot boards attached as those stock items were no longer available.





Koller stated that the Feilbach suffered from abuse and was missing some parts. To his rescue came a complete set of original blueprints on linen, found by another AMCA member in an antique shop in Kenosha, Wisconsin. Koller used the blueprints to have replacement foot boards cast in aluminum to replace the wooden boards installed in 1915. While Koller got the Feilbach operational again, he wisely maintained it as found, in its original condition from the factory.

This 1130cc Feilbach Limited V-twin engine independently designed by Arthur Feilbach illustrated his knowledge of the internal combustion engine, and was new for the 1914 model year. His engineering ideas, such as the worm-drive shaft propelled twin highlighted his technical genius. His V-twin motor featured unique offset cylinders intended to improve the torque of the engine. Each cylinder had its own camshaft with both exhaust and intake lobes.

The chassis showed as much ingenuity as the engine. The frame was described as a popular camel-back loop type, but was designed with ruggedness in mind considering the conditions of roads the motorcycle would be exposed to in the Milwaukee area.

Up front, a trussed main fork and spring fork provided the suspension needed to provide a safe and comfortable ride. This provided 5 inches of road clearance with a 32 inch saddle height. The gas tank held 2 gallons of fuel and 1 gallon of oil. The finish was a gorgeous Royal Coach Blue with white pin striping.

The Feilbach used twist grip controls with the throttle on the right. It used control wire inside the handlebars instead of leaving this important part of the motorcycle outside in the elements. The left grip was for spark control and had a special "Y" fitting so the single wire from the grip controlled both the compression release and the magneto. In use, the twist of the spark advance could kill both the spark and the compression simultaneously. Some standard industry features included a Schebler carburetor, and Eclipse dish clutch, a Corbin rear brake, a Troxel saddle and a Berling magneto. The bike's wheelbase was 60 inches and weighed in at 285 lbs.

Had this motorcycle been a production piece intended for sale, it would have cost the prospective buyer \$275. However this is a completely different circumstance as this Feilbach Limited has a very special history to enjoy and admire, and now is the time for its next caretaker.

\$150,000 - 200,000

251

1937 HARLEY-DAVIDSON EL KNUCKLEHEAD

Engine no. 37EL1115

- *"Knucklehead"*
- *Restored*
- *Offered From The Larry Bowman Collection*



The mid-1930's ushered in the age of modern motorcycle design and styling. When Harley-Davidson introduced their new 61 OHV twin for the 1936 model year, it became a sensational hit with motorcyclists. No more antiquated looking machines, only a stealth-like motorcycle that was borne from fresh designs. Modern Harley-Davidsons can trace their styling roots directly back to this ground-breaking motorcycle. It's hard to imagine what the motorcycle world would look like today if the OHV project had been cancelled, as it nearly happened.

The 61 OHV Harley-Davidson brought many improvements to the lineup. Besides their new OHV engine, a newly designed double loop frame was rationalized across all models, and a new 4 speed constant mesh transmission improved ease of use and performance. A departure from earlier engines was the use of a single camshaft with 4 cam lobes which ran quieter and reduced gear backlash.

Improvements into the 1937 model year were a result of evolutionary engineering to deal with new model weaknesses and business considerations to improve the cost of manufacturing. Harley-Davidson's top rider, Joe Petrali, set a world speed record on a specially tuned twin carb EL in 1937, setting the bar at 136.183 mph. Petrali capped off the year by taking the National Hill Climbing Championship on an EL.

The 1937 Harley-Davidson EL offered, also affectionately known as the "Knucklehead", is a stunningly restored motorcycle. Gorgeous in its black finish with red striping, the quality of the restoration sets it apart. Motor and chassis parts are correctly finished in their cadmium and Parkerized coatings, with correct parts throughout. This is an opportunity to own one of the most desirable and beautiful motorcycles ever made.

\$70,000 - 90,000

252

1937 INDIAN SPORT FOUR

Engine no. 468M

- *Accurately restored with a magneto*
- *Offered From The Larry Bowman Collection*



Many manufacturers market a flagship model that showcases the technology of that particular company. In the case of Indian Motorcycles, it was the four cylinder models that began when the company purchased the rights and tooling to the Ace motorcycle in 1927. They rarely turned a significant profit as a single model, and with Indian, police sales were hugely important. Still, the Indian Four sold to those of higher disposable income and perhaps the belief that they possessed a more refined taste in two-wheeled transportation. The Four was Indian's Packard.

The year 1936 was a significant year in the American motorcycle market. Harley-Davidson released their phenomenal OHV 61 V-twin, and Indian introduced a newly designed four cylinder engine, the first real change since the Ace engine. While the new Indian Four retained individual cylinders like in the past, they reversed the valve configuration to an exhaust over inlet pattern. The engineering reasoned that the hot exhaust valves would be in the cooler air stream, uninhibited by other engine parts, which in turn would increase the power of the engine. The new Series 436 would unfortunately be dubbed the "upside down Four".

Sales of the new Four flopped, topping out at about 300 machines when double was projected. Marching into 1937, the Series 437 Indian Four was mildly improved over the prior year. The biggest difference came in carburetion. Replacing the single Marvel carburetor were a pair of Zenith carburetors secured to aluminum "Y" manifolds onto the cylinders, a first in the American motorcycle industry.

The exposed exhaust valve springs of the 436 were now covered to protect them from road debris. A revised frame moved the gear shift lever forward and all Indians received the new larger bayonet gas caps. Sales again were not what Indian expected and could have spelled the end of the illustrious Four forever.

The Series 437 Indian Four was marketed as the Sport Four. Its 77 cubic inch engine produced 35 horsepower and could propel the motorcycle to 90 mph. The "Upside Down Fours" have been maligned unfairly since they were first on the market, when in truth they did perform admirably and their twin mufflers were a standout, complementing the superb paint schemes. Modern riders of these motorcycles have all claimed they are great motorcycles and superior to the machines they replaced when new. Collectors have come to realize that these particular Indian Fours are very unique, rare and now highly desirable.

This 1937 Indian Four is flawlessly restored, resplendent in Indian Red with the optional "Arrow" tank panel design. The motorcycle was accurately restored with a magneto as indicated on its serial number. Paint and plating finishes are correct to the machine, clean and performed in the highest quality work.

\$50,000 - 65,000

253

1925 EXCELSIOR SUPER X

Engine no. 2914

- *Original and unmolested*
- *Offered From The Larry Bowman Collection*



The smallest member of the “Big Three” motorcycle manufacturers in the United States, Excelsior was up against some hard players in Harley-Davidson and Indian. The 61 cubic inch Excelsior was not exciting the market in the early 1920’s, as their motorcycle was essentially the same machine from 1917 with some new dressings. The Excelsior Motor Mfg. & Supply Company of Chicago only produced two types of motorcycles in those years, the Excelsior V-twin and the four cylinder Henderson. Excelsior unfortunately was vying unsuccessfully for the same large displacement market as its stablemate.

The introduction of Indian’s 37 cubic inch Scout in 1920 showed there was a new market for smaller, lighter motorcycles that portrayed a sporting life instead of being utilitarian or touring minded. If a new Excelsior were to be successful, it had to follow the latest market trend, but they simply couldn’t just copy the Indian Scout. It had to be bigger and better. Beginning in 1923, a new “Super Excelsior” began development. An Indian Scout must have been in Excelsior’s engineering room as they copied the enclosed helical gear set in the primary. However the company went one better. The new Excelsior had a unit engine with the transmission and crankcase in the same casting. You could also pull the transmission from its case without taking the engine out of the frame. Unlike Indian, Excelsior retained the 750cc i.o.e. engine configuration instead of introducing sidevalves. A metered total loss oiling system provided the lubrication.

The chassis was less innovative. They carried the double loop frame over from the Henderson which cradled the engine/transmission unit, and it was longer to improve stability. The other cycle parts shared some from the Henderson to save costs. According to former Excelsior/Henderson test rider, Red Wolverton, old Ignaz Schwinn knew how to squeeze a nickel.

The low and sleek looking Excelsior, now called the Super-X, had modern lines. Finished in Sage Green with red and black pin striping, it was a handsome motorcycle perched on cream colored wheels. The unconventional engine displacement created a whole new racing class that is still adhered to this day. Weighing in at 320 lbs., it was priced at \$285 in 1925. It went as fast as it looked, setting numerous records in the United States and around the world. It was truly Super.

Original and unmolested motorcycles, in working order, like this 1925 Super-X offered for sale only come along once in a while. This Super-X retains much of its original Sage Green finish and Cream wheels. A past owner added his own embellishment with distinctive orange panels on the sides of the gas tank, complementing the stock color. It is also a rare opportunity for today’s owner to experience one of the best middle weight sporting motorcycles made in America during the 1920’s.

\$50,000 - 65,000

254

1960 BMW R60 WITH STEIB TR500 SPEZIAL SIDECAR

Frame no. 624088
Engine no. 624088

- *An older restoration*
- *Top of the line Steib TR500 sidecar*



In 1956 BMW's R67/2, a lower-compression model much favored by sidecarists, was replaced by the new R60. This used a low-compression version of the 600cc R69 engine for increased pulling power, but equally important were significant changes concentrated on the frame and cycle parts, which now featured Earles-type leading-link forks and a swingarm rear suspension. The sidecar market remained an important one for BMW, and the new fork assembly's bottom link incorporated alternative mounting points giving suitable trail should a 'chair' be attached.

As always, solo or outfit, BMW's shaft final drive and understressed mechanicals translated into a sophisticated, reliable ride for the long run. "A unique form of motorcycling," wrote Cycle World magazine in a test of the similar but slightly later R60/2. "What other machine could be so silent, so free from vibration, so effortless at cruising speeds?"

An older restoration previously in a Canadian collection, this 1960 R60 shows 5,300mi. on its odometer. Period accessories include the small leather 'attaché' saddlebags, chromed guards on the headlight and taillight, chromed luggage rack and low-rise rearview mirrors sprouting from the headlight shell. The sidecar is a top-of-the-line Steib TR500 'Spezial,' built as a factory option especially for BMWs, with badging and pinstriping to match. Steib started as an automobile paint-and-upholstery shop before turning to motorcycle sidecar construction in 1925. So successful was the operation that by the 1950s Steib had a 90% share of the German market, was exporting worldwide, and cranking out up to 50 sidecars a day!

Subject to a recent 'make-run' servicing after time on display, this R60 mit seitenwagen is ready for a new owner and more miles.

\$22,000 - 26,000

255

1932 VINCENT-HRD 500 PYTHON SPORTS

Engine no. 4402

- One of the earliest complete and running Vincents
- From the Asprey Collection



Philip Conrad Vincent, a Cambridge engineering student still in his teens, courageously entered the British motorcycle industry in an era when the Depression had slowed the sales of all vehicles to a bare minimum. Having acquired the defunct but respected HRD nameplate and a few spare parts for the sum of £450 in May of 1928, the young man definitely struggled in those first few years, with production of hand-built Vincent HRDs running at less than 50 bikes per annum.

Even before leaving university, Vincent had the patent for a quite revolutionary motorcycle frame in his back pocket. Suspended conventionally at the front with a girder fork, this used a cantilevered rear section, its action controlled by twin socks mounted under the seat in a system not unlike the first Yamaha Monoshock setup that would come four decades later. Proprietary engines would have to wait for six years and the promotion of mechanical genius Phil Irving to Chief Engineer, so filling the engine bays of those first Vincent HRDs were bought-in motors from J.A. Prestwich, Villiers and Rudge-Python.

The 499cc Python engine may be the most interesting. Rudge-Whitworth motorcycles were well regarded for their fine engineering and racing successes. To combat breakage and overheating in large-valve singles, Rudge developed a cylinder head with four smaller valves, some heads even cast in bronze alloy for better heat dissipation. As a hedge against hard financial times, the company marketed the so-called 'Rudge Four' engine to other bike-makers, branded as Python. It's estimated that 107 Vincent HRD Python Sports were produced from 1932-34, with perhaps as few as eight surviving intact today.

That this concours-winning example exists at all is due in part to an American serviceman who during multiple trips to England accumulated most of the parts needed for restoration. That's where Herb Harris enters the picture. A noted collector and historian of the marque, he operates the Harris Vincents restoration shop in Austin, Texas, one of the few facilities equipped to handle a restoration of this scope. From start to delivery, it was a 10-year project that at times seemed more like an archeological dig. Harris haunted eBay for two full years before the super-scarce BTH headlight shell became available. Likewise, finding the correct Blumfield front brake backing plate and shoes was a frustratingly drawn-out process.



The few parts that couldn't be sourced were fabricated, notably the faithful recreations of the twin Highgate silencers.

The engine was farmed out to Rudge specialists in Canada, and that aspect of the restoration also had its hurdles. When a serviceable cylinder simply could not be found, Harris commissioned a replica to be machined out of a solid billet of aluminum. A happy discovery was the bronze cylinder head, one of the few the Rudge man had seen that was not cracked. Its casting date made it a couple of years newer than the rest of the engine, but it's certainly something a performance-minded Python Sports rider could have retrofitted.

Accompanying this sale of what has to be one of the earliest complete and running Vincents in the world is a copy of the Works Order Form dated October 15, 1932, noting that Python Sports D475, engine no. 4402, was inspected by Phil Irving and signed off by Phil Vincent, no less!

\$100,000 - 125,000



1913 FLYING MERKEL MODEL 71

Frame no. 9595

- Sold new for \$260
- Highly-original example



Entering the Twentieth Century, one man stood out above others in the new movement to manufacture motorcycles. Joseph Merkel of Milwaukee, Wisconsin was a leader in innovation in this field. Working out of his shop in 1902, he would prepare batches of motorcycles, 25 at a time. His single cylinder 316cc F-head motor was a stout unit, but it was his frame that gave him praise. His loop frame held the engine lower in the chassis, enhancing the handling of the bike by keeping the weight low. When the Harley-Davidson was in its prototype stage of development in 1903, one would have to think that the boys either copied the Merkel frame or actually bought a frame directly from Merkel in Milwaukee. The Davidsons and Harley could observe what was working in the field as most of it laid before them in Milwaukee, and they were very good at selecting the best ideas already in the market, such as the Merkel frame.

In 1909, Joe Merkel partnered with the Light Manufacturing Company in Pottstown, Pennsylvania. Light was already marketing a motorcycle based on the Thor engine and chassis parts like so many of the early motorcycle manufacturers in this country.

A new chassis contained leftover Thor motors but that year also introduced a new Merkel-Light using Joe Merkel's engine and a new spring frame and spring truss fork. Both fork and frame contained a pair of springs enclosed by tubing. On American flat tracks, Maldwyn Jones made the Flying Merkel famous, starting with a competition machine he built on his own time using spare parts from the factory. In 1910, Jones won the national championship on a Flying Merkel. Adopting the name Flying Merkel that year was marketing genius creating a legendary image of the motorcycle that still exists today. Also that year, Flying Merkel introduced their first V-twin engine. Miami Cycle Manufacturing Company in Middletown, Ohio purchased the rights to the Flying Merkel in late 1911 to enhance the company's image in the marketplace by producing a high-end motorcycle.

For the 1913 model year, Flying Merkel introduced several new innovations to the market. Available in several models were a spring starter, when released could spin the motor eight full revolutions and start the motor, then rewind itself automatically when the engine was running. Two more new features were a 2-speed gear hub in the rear wheel and a free engine clutch.



The 1913 Flying Merkel offered for sale is a Model 71 and sold for \$260 new from the Middletown factory. The V-twin engine now had mechanical intake valves for the first time and an automatic drip oil feed by throttle control. The engine's crankshafts rode on expensive ball bearings just like race engines. Final drive was by chain. This model featured an Eclipse free engine clutch and the Merkel Spring Starter. The chassis was all new for 1913. Still retaining the spring frame but now there was a single larger spring in the frame instead of two smaller springs. The spring truss fork remained but was more robust than earlier forks. Under the saddle, a new oil tank, integral with the frame was situated. And up top, a new shapely gas tank, formed from stamped sheet metal and heavily tinned replaced the brass cylindrical gas/oil tank that had been in use since the Merkel's early days.

This 1913 Flying Merkel is highly original with much of its factory laid orange paint and decals still on the bike, and the nickel plating still very good after more than a century has passed since the motorcycle rolled from the factory. It includes an original Old Sol acetylene gas headlight. Flying Merkels are instantly recognizable in the antique hobby and original paint motorcycles like this machine are coveted for their condition.

\$130,000 - 150,000



257

1966 SUZUKI X-6 HUSTLER

Frame no. 14499

Announced in late 1965 and introduced as a 1966 model, a new machine from the Hamamatsu factory became the giant killer. The new Suzuki T20, better known as the X6 Hustler, had a tremendous impact on the technology of the time and secured Suzuki's place in the world market. The aptly named X6 Hustler had incredible speed from its 250cc twin cylinder two-stroke engine. Best of all, it was nimble and handled extremely well. The 29 horsepower engine uniquely was coupled to a six speed transmission and capable of 14 second quarter mile times and could do an honest 100 mph. A major advancement was its PosiForce lubrication which pumped two-stroke oil directly onto the crankshaft main bearings from a tank on the right side of the motorcycle, providing reliability and ease of use. Prior, it was necessary to mix oil and gas in the tank, an operation that was never very accurate, but guaranteed to make gas stops cumbersome and messy. It was the first Suzuki to use a double tubular frame instead of pressed steel channel frames. Up front, the signature headlight with a squared off bottom featured a speedometer and tachometer combination inside the shell. The performance of the X6 Hustler made this bike, only produced for three years, one of the most recognized classic Japanese motorcycles from the 1960's. It could routinely make mincemeat out of larger motorcycles with superior horsepower on the street. From 305 Hondas to Triumphs and BSA twins, they were all fodder for the slick little Suzuki. All that for a mere \$650 in 1966. The 1966 Suzuki X6 Hustler offered could be your opportunity to own an exciting lightweight motorcycle from the Sixties. The motorcycle is complete with excellent paint on the tank and sidecovers, and the gleaming chrome panels on the gas tank are perfect. Fenders are excellent with original paint and racing stripes. The standard air pump is intact on the rear frame and the bike has its original gray control cables. Included in this sale are the owner's manual, service manual, parts book and a past owner's certificate of ownership from California.

\$4,000 - 5,000



258

1977 VESPA 125 PRIMAVERA ET3

On April 23rd of 1946, precisely at noon, Vespa submitted a patent for a motorized vehicle, a "model of practical nature", and additionally a "motorcycle of rational complexity of organs and elements combined with a frame with mudguards and a casing covering the whole mechanical part". The new Vespa motor scooters used low powered engines that were economical to obtain and operate in post-war Europe. With a longer chassis which enabled them to carry passengers, the Vespa became widely known for their agility and handling. The Primavera series of Vespas were manufactured from 1966 through 1978 with global sales. They were considered the "small frame" variant, developed for the youth market. The objective was easily met as many youngsters yearned for a Vespa Primavera as their wheels to freedom. Inexpensive and dodging expensive road taxes and licensing, they were the obvious choice for teenagers. This 1977 Vespa 125 Primavera ET3 was originally marketed in the United States through Allstate, a branch of Sears, Roebuck & Company. The condition is excellent with a few scuff marks from its years of use. The Vespa engine is of two-stroke variety of 125cc displacement, and uses an automatic transmission. And as the patent concluded in 1946, a shroud over the engine and mechanical parts protects the rider. A step starter on the rear right side provides easy starting. A foot pedal controls the rear brake while a handlebar mounted hand lever controls the front brake on the unique single-sided front fork. A full front shield protects the rider from wet roads and debris. And if you are lucky enough to have a flat tire while out on a ride, a spare is conveniently located behind the comfortable saddle. A rear compartment provides space for both your lunch as well as small tools to help one out of a predicament. With the large market for these Vespa motor scooters, there is a plentiful supply of spare parts, as well as accessory parts available to modernize our Vespa. This is the perfect little motor scooter to enjoy a romp into town or the beach.

**\$2,500 - 3,500
WITHOUT RESERVE**



259

1960 BSA A10 SUPER ROCKET

Frame no. GA78589

Engine no. DA10R2277

One of BSA's most beloved engines, the pre-unit A10 650 joined the 500cc A7 model in 1949. The existing parallel-twin architecture was retained for the A10, with its bolt-upright cylinders, 360-degree crankshaft and single camshaft. In 1955 the A10 Road Rocket arrived with a sporty 40bhp tune courtesy of an aluminum cylinder head. The editors at England's *Motor Cycling* magazine coaxed their test bike to a top speed of 109mph. For 1958 the model morphed into the Super Rocket, which added a further 3bhp to the package by way of additional cylinder-head tweaks and an Amal Monobloc carburetor, not that the bike was all about speed. "The current model can be throttled back to accept happily the inevitable limitations of built-up area riding," noted *Motor Cycling*. "In these less spectacular circumstances, one's patience in jogging along at 30mph is rewarded by remarkable – for a lusty 650cc twin – fuel consumption." The Super Rocket would remain in the company catalog until the 1964 advent of the unit-construction A65s. Proudly wearing one of best gas tank decals in all of British motorcycling, this 'Big Valve' 1960 Super Rocket is an unrestored, original-paint, 10,000-mile example that has even managed to retain its enclosed drive chain tinware, often missing or damaged on these bikes. Reportedly an excellent runner, its only deviations from stock are aftermarket 'cocktail shaker' mufflers and a chromed crash bar, typical period accessories.

\$6,000 - 8,000

WITHOUT RESERVE



260

1965 PARILLA WILDCAT RACER

Frame no. 700263

Engine no. 13030 5817

Moto Parilla was among the first new Italian motorcycle companies to emerge after the hostilities of WWII. Known for their high quality and engineering excellence, Parillas made an impact on Americans with the introduction of the *camme rialzata*, or high-cam models. These employed a gear-and-chain setup to drive a camshaft mounted high in the left-side timing tower. This, in turn, actuated the valve rockers via short pushrods, which gave the rev capacity of an overhead-cam design but without any complicated valve-adjustment procedures. In 1958 a Parilla 175 beat bigger bikes to take the win in the 250cc Grand Prix race at Daytona. Soon U.S. riders were calling for a larger engine, which led to a 68mm overbore and a 247cc displacement. One of those 250 models was the Wildcat scrambler, done in the typical on/off-road style of the day. Long after its dirt-slinging days were over this Wildcat was being transformed into an AHRMA vintage road racer. Sadly, the builder fell ill and the bike never made it to the track. It has been maintained in running condition by the current owner, a friend, ever since.

\$6,000 - 8,000

WITHOUT RESERVE



261

A David Kay Reproduction

1979 MAGNI MV AGUSTA 850CC SUPERLIGHT

Frame no. MAG2150

Engine no. 224-63M

- Unique one-off motorcycle
- Offered from a private collection



Born just outside Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's Arcore racing department. Count Domenico Agusta tempted him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix "golden age".

When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames and chain-drive conversions. Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine, with BMW, Moto Guzzi and Suzuki-engined models following. Despite all his latter day successes with Moto Guzzi, Arturo Magni's name will forever be linked with that of MV Agusta, whose reputation this great engineer did so much to forge. Official production of the Magni, together with that of all MV Agusta's other models, ended in February 1979, although Arturo and his sons Carlo and Giovanni continue to create bespoke MVs to special order.

Meanwhile one David Kay bought his first MV, a 750S America, in 1977 and he was hooked. Soon he had more and by 1983 he had started MVA Engineering (soon to be MV Meccanica Verhera Ltd) to produce mechanical parts for all the MV 4-cylinder road bikes.

After many surges of activity, single-minded promotion and racing success, David and his son Mark, have established a reputation of quality of craftsmanship that is second to none and certainly over and above the work that inspires them. Not only have the "created" their own MVs – three and four cylinder - but also Grand Prix Gileras. "This ...motorcycle factory is competently run by MV devotees Dave Kay and his son Mark. This pair of superb engineers hand-craft the multitude of components that make up a four-cylinder MV, and then assemble them into beautiful and faithful replicas of the legendary machinery." Chris Pearson, *Italian Bike*



Built by David Kay to "Superlight" specification, this unique, one-off machine is highlighted by the following features: a Magni-style frame, swingarm and rear chain drive conversion; Ceriani 40mm GP type forks with adjustable damping; Fontana magnesium 4-leading shoe racing front brake with the same rear brake but with 2-leading shoes only; Borrani aluminum rimmed wire-spoke wheels; Menani racing clip-ons; an alloy tank with dual Monza fillers; stainless fittings throughout many drilled for lightness; Koni adjustable rear shocks; and Primo Felotti bodywork. The engine incorporates magnesium alloy crankcases and cylinders and forged high compression pistons; semi-race camshafts; magnesium-body racing Dell'Orto carburetors; electronic ignition; electric starter motor; 4-pipe ceramic-coated exhausts with removable baffles and uprated dry clutch. Maximum power is estimated at 80bhp.

Since being finished, this stunning MV has spent most of its life cossetted away in a private museum. It was initially started when brand new and run for about five miles but has been "quiet" ever since.

\$110,000 - 130,000



1992 1,002CC BIMOTA YB8 FURANO

• 4824 miles

Registration no. YB8 00626
Frame no. ZESS8YA2XNRANS001
Engine no. 3GM900746



What is very clear about the 152 YB8 Furanos built (in 1992/93) is why they were called Furano. It's a wind off the Adriatic Sea. Rimini, Bimota's hometown, is an eastern coastal resort on the Adriatic nicely unprotected from such winds, north of Pesaro and south of Ravenna. To its advantage, though, is that it is a straight line on the A1 autostrada southeast from Milan via Parma, Modena, Bologna and Imola!

Virginio Ferrari's Formula One World Championship victory in 1987 aboard the Martini-designed, Yamaha FZ750-engined YB4ie didn't just bring Bimota its most important racing success, it also sparked a string of roadsters powered by the bigger 20-valve lump from the FZR1000. These roadsters were followed by more models including the Dieci ("Ten") and Tuatara (named after a slow moving New Zealand reptile!) In 1991 came the best and fastest yet: the Furano, powered by the latest 1002cc EXUP motor, and kicking out a claimed 164bhp.

This bike shows a 23 September 1993 date on its Certificate of Origin and Moto Cycle of Stahlstown, Pennsylvania as the importer. There is a document in the history file (which comes with the bike) that says it was first sold to East Coast Rover Company of Warren, Maine and then to a Tim Darrin of Napa, California.

He registered the bike with FURANO on its license plate. The seller purchased the bike in 2001 with 4,519 miles on the odometer, and it now shows only 4,824 miles. It has been barely used, obviously, while in the seller's care although it has been properly stored – climate controlled – and periodically fettled. Furanos are very rare and sought after, even more so in the USA.

\$12,000 - 16,000

263

1985 HARRIS DUCATI 900CC "SPORTS IMOLA"

Frame no. HPD90022

• 40mm Dell'Orto carburetors



Taken from a flyer headed "'Sports Imola' 900 Rocker Frame Kit":
"Designed for all 750-860-900-1000 bevel drive engines. 20 years advance over the standard Ducati frame. Rising rate rear suspension. Constructed in Reynolds 531 tubing with the option of fitting 16 or 18inch front wheel. Shorter wheelbase, 4inch lower seat height than on the Hailwood Replica. Twin front headlights. Front and rear cylinders can be removed with the engine still in the frame. Construction time for a competent home mechanic is between 8 and 12 hours. Kit comes complete with all parts necessary to convert a standard machine. When tested by journalist Alan Cathcart he stated: 'Compared to a standard bike it's like night and day...incredible...so easy to change direction. Steve Wynn has got himself another winner.'"

There is an invoice in the history file (it comes with the bike) from Sports Motorcycles Racing Ltd (Bollington, Cheshire in the UK), export invoices dated February 3, and March 3, 1986 in the name of a Chuck Smith of Jacksonville, Wyoming. He was buying a "Sports Harris Imola Kit suitable for 16" front wheel and 41.7 Marzocchi forks", kit no. HPD90022. This beautiful Ducati is that kit.

HPD90022 was passed on by Chuck Smith (then with Baseline Motorsports in Lafayette, Colorado) in early 2000 to the seller. On the sales receipt, the bike is described as follows: "900 Desmo Darmah motor. Magnesium Marvic wheels, 16" front, 18" rear. Brembo Goldline P-08 calipers. Unpainted aluminum tank. Several billet parts. 40mm Dell'Orto carburetors. White Power shock. CNC upper triple clamp. Telefix adjustable clip-ons."

The next significant date in the file is 20 June 2001 when the seller is invoiced by Solo Moto of Greenwich, Connecticut for a motor and chassis overhaul, and a dyno run. "The motorcycle has now been road tested for approx. 50+ miles. It starts without tickling the plungers, using a few twists of the throttle to squirt gas into the manifolds makes it start up. A moment of warm up with some throttle will be enough to get under way" was reported. Max power of 70.9 horsepower is recorded on one of the dyno run sheets.

This very rare machine is ready to entertain a good rider. The odometer shows 636 miles but its accuracy is unknown. A full history file comes with the bike including a 900 Sports Darmah factory "instructions for use and maintenance."

\$16,000 - 20,000

Please note that this bike is titled as a 1986.

1967 VELOCETTE 500CC VENOM THRUXTON

Frame no. RS 19323

Engine no. VMT 573

- *Best of Show winner, 2016 'Riding into History' concours*
- *7 miles since restoration*



It's been called the last of the great British singles, outlasting the BSA Gold Star and Manx Norton by almost a decade. The Velocette Thruxton, with design roots that stretched all the way back to 1935, was still being sold in 1971 when the Hall Green, Birmingham factory was shut down and Velocette quietly went out of business.

The Thruxton was a true factory-built café racer. Its immediate predecessor, the Venom, had already made a good name for itself in performance circles despite running an antiquated 500cc pushrod motor. In 1961 a works-supported team of riders set the world 24-hour speed record, and in '64 another Venom took a class win at the Thruxton 500-mile endurance race, crown jewel of England's popular and hotly contested production roadracing series.

That victory gave Velocette a great excuse to hot-rod the Venom and make the resulting 1965 Thruxton an even better race bike. Up front, the 8-inch brake was converted to Tickle twin-leading-shoe operation. Rearset footpegs gave greater lean angle. Clip-on handlebars got the rider down, out of the windblast and 'under the paint.'

Proper racers need proper lightweight wheels and the Thruxton got those in the form of Dunlop alloys. The engine was upgraded, too, with a flowed cylinder head, bigger valves and a downdraft intake tract. Working through a close-ratio gearbox, the Thruxton put out 40 horsepower, about 5 more than a good-running Venom.

It did not take long for success to find the Thruxton. Another class win in the 1965 500-miler made for a great debut, and in '67 a pair of Thruxtons finished 1-2 in the inaugural running of the Production TT at the Isle of Man. Before production ceased, Velocette made approximately 1100 Thruxtons. This 1967 example has just been treated to a full, frame-off restoration that resulted in the Best of Show trophy at the prestigious 2016 'Riding into History' concours. Offered with full history, it has covered just 7 miles since restoration.

\$32,000 - 36,000

265

1930 MONTGOMERY JAP 750CC SIDEVALVE

Frame no. T093

- *Vintage example*
- *Albion 3-speed hand shift gearbox*



William J. Montgomery entered the world of motorcycle manufacturing, making a performance oriented machine in 1913, in Bury St. Edmunds, a small town in Suffolk, England. Like many small manufacturers in the period, they utilized well-made proprietary components. However Montgomery produced their own frames and forks, and even sold these pieces to competitors such as George Brough. Producing high-end and expensive motorcycles in the 1930's was probably very difficult with a small market. In 1930, Montgomery manufactured a series of motorcycles based upon only two frame variants; small two-strokes on one side and larger single cylinder sidevalve engines for their DeLuxe frame. Additionally a 750cc V-twin J.A.P. powered motorcycle was included in the latter series of machines.

This 1930 Montgomery being offered is both handsome and elegant with a black primary finish highlighted with a white panel on top of the petrol tank and the bike discreetly lined in gold pin striping. On the sides of the tank, the Montgomery name appears artistically in gold script while rubber John Bull knee pads protect the finish.

This J.A.P. engine is a sidevalve motor of 750cc displacement with air-cooled covers over the exhaust valves. The highly polished engine cases are a delight to enjoy. Ignition is provided by magneto located forward of the engine. An Albion gearbox with a 3-speed hand shift completes the package. It can be described as a touring motorcycle capable of extended use at a high rate of speed. World War II forced the small English company to shut down and production ceased in 1939.

This is an extremely rare motorcycle with a simply beautiful restoration. With its sleek appearance and twin exhaust pipes running along the side, you'll fall in love with this machine. If you appreciate high performing English motorcycles from the 1930's, this is an iconic motorcycle you need to own.

\$25,000 - 30,000

266

1952 VINCENT 998CC SERIES C BLACK SHADOW

Frame no. RC10288B

Engine no. F10AB1B8388

- *Matching numbers example*
- *AMCA-award winner*
- *Restored by Mike White*





Bill Seltzer is luckier than the rest of us, seeing as how he turned \$20 into the magnificent Vincent Black Shadow seen here. That's how much he paid online for five tickets in a 2007 raffle to benefit the AMA Hall of Fame Museum in Pickerington, Ohio. One of his tickets was picked at the AMA's Vintage Motorcycle Days weekend, drawn by Grand Marshal Jay Springsteen, no less. A race fan and weekend motorcycle riding instructor, Seltzer, then 33, couldn't fathom his good fortune. "Holy smokes, I cannot believe this! I don't ever enter these things, but a Vincent Black Shadow was too good to pass up," he said at the time. "I go the rallies and races, and I've never even seen one."

Now, he's viewed one up close and personal. The Black Shadow has been parked in his Arizona living room for the past 10 years, "Where it's been my book-reading, music-listening partner," Seltzer jokes.

The Vincent is a gleaming 1952 model with trademark black-enameled engine cases, clock-like speedometer jutting into the windstream and a pair of sporty Burmabrite alloy fenders. A matching-numbers bike, of course, it was restored by noted Canadian Vincent expert Mike White, and while Seltzer has never shown the bike in competition, pre-raffle the Shadow was taken to an Antique Motorcycle Club of America concours, where it scored a prestigious Junior First rating (at least 90 points on a scale of 100).

After a decade with his 'lucky' Vincent, in which not a single extra mile was added to the 3,669 already on the clock, Seltzer figures it's time to let the bike go. Here's a chance, then, to acquire an expertly restored, concours-quality Black Shadow that needs nothing more than break-in miles.

\$120,000 - 140,000

1963 DUCATI 250CC SCRAMBLER

- 'Blue frame' 250 scrambler
- Restored by George Vincensi



Ducati had high aspirations for its 250 Scrambler in 1963. Made at the insistence of Ducati's U.S. importer, the model was introduced the previous year, same timeframe as Honda's CL72 Scrambler, proof that the on/off-road concept was right for the times.

Magazine advertisements called the Ducati a "Four-in-One" machine, suggesting that with simple changes to handlebars, tires, exhaust and gearing the 30bhp single could be transformed from a minimalist street bike into a road racer, a short-tracker or an enduro mount. And while most 250 Scramblers remained roadsters, well-ridden versions gave good accounts of themselves in club-level competition.

This particular 'blue frame' 250 Scrambler was located in upstate New York about 20 years ago by Ducati aficionado and race-tuner George Vincensi, who purchased the bike because it was an example of the first Ducati he had owned. A rolling basketcase, it was in need of a complete restoration, accomplished by Vincensi himself, including tracking down the correct, hard-to-find Pirelli Cross tires.

\$15,000 - 18,000

268

1972 DUCATI R/T 450 DESMO

Engine no. 454471

- *Low-mileage*
- *'Showroom-find' Scrambler*



One of Ducati's most obscure race wins led to one of its rarest models and continues to influence the company to this day. In 1969, desert riders Doug Douglas and Jim McClurg won the motorcycle class at the first-ever Baja 500, piloting a modified Ducati Desmo 350 of all things. Already a fan of street-scramblers, U.S. importer Joe Berliner used the win as ammunition, imploring Ducati to get more serious about a real dirt bike. The result was the bright-yellow 450 R/T single, built exclusively for the American market, available only as an off-road machine, with an optional street-equipment kit.

Inarguably good-looking and with its desmodromic motor cranking out plenty of horsepower, the R/T appeared to be on the right track. Unfortunately the chassis' rearward weight bias, while great for wheelies, made for sketchy handling when ridden hard, the situation not helped by underdamped suspension and a dry weight approaching 300lbs. With the lightweight two-stroke MX revolution hitting stride, the Ducati was a tough sell.

That's the situation this R/T was in, discovered languishing in a New York dealer's showroom in 1998, its only accumulated mileage from the occasional demonstration lap out in the parking lot. It was purchased by current owner George Vincensi, longtime Ducati aficionado, noted race tuner and a former Berliner Motor Corp. employee. In his care, the R/T has remained in as-found condition, only needing a repaint of its fiberglass fenders to remedy age cracks in the gelcoat.

Pulled from the lineup after just two years, the R/T nonetheless casts a long shadow – its styling can still be seen today in Ducati's new series of retro-inspired Scrambler V-twins. Finding one of the original 450s is a rare happenstance indeed; here is a unique opportunity to acquire a low-mileage 'showroom-fresh' example. Sold on a bill of sale.

\$10,000 - 14,000
WITHOUT RESERVE

269

1966 DUCATI 250 SCRAMBLER

Engine no. 101333

- Restored by George Vincensi
- 'Awarded Best in Show at the 2011 Sturbridge Italian Motorcycle Owners meet



Ducatis may be made in Italy, but as with motorcycles from England and Japan, the USA has always been a major market and a heavy influence. The Ducati Scrambler series exists because of Joseph Berliner, a Hungarian refugee from the Holocaust who along with brother Michael emigrated to America in 1947 and soon set up shop importing European motorcycles. At one time or another the Berliner Motor Corporation would distribute Zundapps, Nortons, Sachs, Matchless, Moto Guzzi and, of course, Ducatis. At a time when Bologna was happy selling hundreds of bikes per year to U.S. customers, Berliner drove Ducati sales into the thousands.

An excellent marketer intent on giving buyers what they wanted, Joe Berliner was not shy about making demands as to the kind of Ducati models he intended to sell, even flying to Italy on occasion with key dealers to choose fenders, gas tanks, handlebars, etc. Aware that dirt track and rough scrambles were popular pastimes for riders – either as spectators or participants – Berliner pushed hard for a model to reflect that enthusiasm. Hence, the Scrambler series, introduced in 1962.

More stripped-down street bike than bonafide off-roader, the Scrambler nonetheless hit a chord, first with U.S. riders and then with Italians when the style was introduced to the home country. Clip-on handlebars and bum-stop seats might look sexy in the parking lot, but the Scrambler's high, wide bars and cushy saddle made for a better ride around town.

This 1966 250 Scrambler, owned and restored by Ducati expert George Vincensi, is in stock trim with the exception of an aftermarket muffler. It was judged Best in Show at the 2011 Italian Motorcycle Owners meet in Sturbridge, Massachusetts.

**\$10,000 - 14,000
WITHOUT RESERVE**

270

2005 MV AGUSTA F4 1000 TAMBURINI

Frame no. ZCGAKFGL35V000283

Engine no. A4022832

- Number 283 of 300
- A celebration of Massimo Tamburini's seminal MV design work



It's one of the grand old nameplates in motorcycling, MV Agusta, founded in war-torn Italy in 1945 and steeped in racing tradition. From its inception to 1976, the company would win some 270 GP road races and take home 27 world titles with John Surtees, Mike Hailwood, Giacomo Agostini, and Phil Read.

Designed by Massimo Tamburini, father of the seminal Ducati 916, the 1998 MV Agusta F4 was a high-revving 750cc four-cylinder, painted red and silver just like the Count's old racer winners, and with a trademark quad array of high-mounted exhaust tips. Launched in 2004, the F4 1000 adhered to the same basic layout as the preceding 750. Power went up to a claimed 166 horsepower, good enough for a top speed in the region of 180mph. Wisely, MV chose not to change the F4's overall appearance, the Massimo Tamburini-designed 750 being widely acknowledged as one of the most beautiful motorcycles ever made.

Only 300 limited edition Tamburini F4s were built for the world market. Each had a re-tuned 4-cylinder engine installed producing 173 horsepower, and included a magnesium swing arm and frame plates, a carbon fiber kit comprising air box, air ducts, tail fairing, front mudguard, side panels, and upper and lower chain guards, plus special graphics, an instrument panel with a stopwatch, and a gold serial number plate on the steering head.

With only 139 miles on the odometer, we have a near new motorcycle the likes of which we may never see again.

\$26,000 - 32,000

271

1982 HONDA CBX PRO-LINK

Frame no. JH2SC0605Cc402551

- Stock, to original specification



If there were a Hall of Fame for motorcycle engines, Honda's six-cylinder CBX masterpiece would be inducted by unanimous vote. Ties to the company's wailing, 20,000-rpm Grand Prix 250cc six were more than coincidence: Both motors were penned by the brilliant young engineer Shoichiro Irimajiri.

The CBX was Honda's first production 6 cylinder road bike and reset the bar for superbike performance when introduced in 1978. The CBX's advanced DOHC 24-valve inline six-cylinder engine – with 100bhp – and 5-speed transmission was its outstanding feature. It could run over a genuine 130mph, and sprint a quarter mile in the mid-11s, but it sounded and felt faster. Premium priced and more bike than most folks could handle, sales were modest.

The US motorcycle press, though, had fallen under the CBX's spell. Cycle said, "The exploding glitter of its technical credentials lights up the sky," and went on to rank it among other "rare and precious motorcycles that will never, ever be forgotten."

Hoping to boost sales with a revised concept in 1981, Honda repositioned the CBX into the sport touring category with the CBX-B, adding Pro-Link monoshock rear suspension, air-adjustable front forks, a sleek fairing and trim, aero side cases. The CBX-B also featured upgraded, dual ventilated front brake discs. The 1982 model CBX-C model differed little from the 1981 model, having only some changes to paint and trim. Sales continued to be low and these are now extremely rare machines.

The bike is stock, to original specification and unmodified in any way. Its overall mechanical and visual condition is outstanding. The bike is coming out of a private collection that is being downsized and re-focused onto European motorcycles. It's ready to ride away.

\$7,000 - 9,000

1919 MATCHLESS MODEL H WITH SIDECAR• *Remarkably preserved*

Frame no. H1507

Engine no. A60688



Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless was based in Plumstead, South London. The name 'Matchless' first appeared in the 1890s on bicycles manufactured by H.H. Collier, whose sons Charlie and Harry would later join him in the business. The firm's prototype motorcycles appeared in 1899, its first production model in 1902. Already an accomplished cycle racer, Charlie Collier soon turned to racing Matchless motorcycles, as did his brother, and both Colliers would be on the startline for the inaugural Isle of Man TT race in 1907, Charlie winning the event's single-cylinder class.

These early Matchless motorcycles were JAP powered, but in 1912 the firm introduced a 500cc single of its own design. Within a year, however, the firm had switched to V-twins only, with no fewer than six different models ranging from 3½hp to 8hp in nominal rating. During World War I almost all of the Matchless factory was turned over to production of war materiel. With peacetime came the introduction of the 1919 Model H, a 1000cc V-twin with large, family-oriented sidecar attached.

Quite advanced for the time, the Matchless was all chain drive with a three-speed gearbox. It also had springing front and rear, and the sidecar body was also suspended, pivoting on twin leaf springs with a front coil spring to cushion blows. Electric lighting was standard, uncommon in the era, as was a Klaxton horn. It was claimed that the Matchless engine was so torquey, it could accelerate the outfit smoothly from 5 to 50mph in top gear.

This original and remarkably preserved example is fitted with the roomy adult/child sidecar of Matchless' own manufacture. It was purchased by the vendor from descendants of the original owner in Southampton, England, and has been in his collection for the better part of two decades. It is complete with footboards and leg protection, hand-shifted three-speed gearbox and foot-controlled clutch. The motorcycle will start with a generous priming of gas, and does run, though in deference to its 98 years, it is recommended a complete inspection be undertaken before any serious road use.

\$20,000 - 25,000

THE FOLLOWING 7 LOTS ARE FROM A PRIVATE NORTHWESTERN COLLECTION

273

Ex-Dan Haaby, ex-Jody Nicolas

1967 BSA A50R FACTORY 500CC ROAD RACER

- Recently restored to factory configuration with its original parts
- Raced and restored by Don Vesco



BSA's final chapter in AMA road racing was written by the superlative Rocket 3, with Dick Mann taking the 1971 Daytona 200 on a factory-prepped 750 triple before going on to win the Grand National Championship that year. Several years earlier, hampered by AMA rules then in place that limited ohv designs to 500cc, BSA had also thrown considerable time, effort and corporate funds into hot-rodding the A50 twin for racing. Compared to the Rocket 3 project, the A50 results were nowhere near as satisfying, but the bikes themselves remain as some of the trickiest BSA race bikes ever.

For 1967, the BSA Competition Shop built four very special A50 'R' models specifically to compete in the USA, at Daytona and select West Coast events. These were true 'factory jobs,' with many differences from a standard A50 twin, including 'cheater' frames constructed from lightweight Reynolds tubing, magnesium engine components, close-ratio gearboxes, hand-crafted alloy fuel tanks, Fontana four-leading-shoe front brakes and Airheart rear disc brakes. The engines were treated to comprehensive cylinder-head work and ran lightened crankshafts.

At Daytona the bikes were assigned to Dick Mann, Ralph White, Dan Haaby and Don Vesco. Results were horrific, however, all the bikes going out with mechanical difficulties. Vesco's A50R was the highest placed of the BSAs, completing 29 of 53 laps and credited with 49th

place. That machine was shipped back to England, while Haaby's – frame no. ED280, engine no. ED280 – was given to Vesco to take back to California. Best remembered for his epic land-speed attempts at Bonneville, Vesco was also a talented Expert-ranked road racer, and even into his 60s continued to compete in vintage events. Vesco raced the now-fixed BSA at Willow Springs, Riverside, Orange County and Carlsbad during 1967, then turned the bike over to Jody Nicholas who installed a 650cc top end and went undefeated in hotly contested West Coast club racing in 1968. It was back with Vesco in '69, winning more AFM and ACA club events, then was converted to a flat-tracker for the weekly Ascot half-mile races in 1970, where it again won races, ridden by Wayne Hosaka, before being retired and going into storage.

Always under Vesco's stewardship, in 1998 the BSA was restored to its 1967 factory road race configuration, using all of its original parts. When an unwarped Airheart rear brake rotor couldn't be found, a modern street bike disc was substituted until a working replacement could be located. Sadly, that didn't happen, as cancer took Don Vesco in 2002. A letter on Team Vesco Racing letterhead, signed and dated by Vesco, attests to this A50R's history and will, of course, be included in the sale.

\$60,000 - 80,000

1973 BSA ROB NORTH FORMULA 750 TRIPLE

- Ex-works
- Rob North frame



It was the last great crusade of the British motorcycle empire, a race bike with an improvised engine in a hand-built frame that took on the world and won. In the summer of 1968, the modern multi-cylinder superbike era was ushered in by the BSA Rocket 3 and Triumph Trident, similar designs from the same parent company. In specification the three-cylinder 750cc engine in the bikes seemed a bit of a lash-up, in simple terms being a Triumph 500 twin with an extra cylinder grafted on. It was certainly upstaged in 1969 when Honda upped the superbike ante with its blockbuster CB750 four-cylinder, a clean-sheet design that added electric starting and a front disc brake to the mix. To steal back some of the fanfare, BSA/Triumph would go racing in the newly constituted Formula 750 class, which coincided nicely with rules for AMA Grand National road races, including, of course, the prestigious season-opening Daytona 200 classic.

With less than six months to get ready for Daytona 1970, the factory concentrated on race prepping motors and farmed out construction of purpose-built road racing frames to specialist fabricator Rob North. His brazed steel-tube frames were innovative, a perimeter-style design before that term was commonplace, with top rails that plunged directly from steering head to swingarm pivot. While dreaded Honda won that 1970 race, the next year was different. Over the winter, development had continued on the triples, some of the bikes now sporting altered Rob North frames with lowered steering heads that gave better handling through a lower center of gravity. These quickly became known as 'Lowboys.' When the checkered flag flew it was a dominating 1-2-3 sweep, Dick Mann's BSA the winner, Gene Romero's Triumph in second and BSA-mounted Don Emde in third.

It would turn out to be a last hurrah. Cutbacks were immediate for BSA and Triumph, both companies in dire financial trouble. In fact, BSA would cease production in 1973. Many of the all-conquering factory triples were sold off, some dismantled and parted out piecemeal. Though its individual history is clouded by the disarray surrounding the demise of BSA's race shop, this is one of the bikes, with works crankcases stamped #00005 and a genuine Rob North Lowboy frame. Other authentic kit includes magnesium hubs, Borrani rims, 'Letterbox' fairing, Quaife close-ratio gearset, heavy-duty clutch, modified breather system, special carbs and ignition, etc.

The BSA was eventually acquired by UK race team Beebee Brothers, who sponsored riders Alan Pacey and Malcolm Lucas on it. Among the team's many successes were the 1977 Silverstone Formula One race, where the bike took pole position and finished second in the race, and the 1978 Isle of Man TT, where it came home seventh. In 1981, its frontline competitive days done, the old racer was sold to the late John Wiman, who rode it in AAMRR races, mostly at Bridgehampton, New York. When Wiman retired, he hung #00005 above his fireplace 12 feet high! Good friend Rob Iannucci of Team Obsolete, who had brokered Wiman's original purchase of the bike, acquired it after his death and has since moved it on to another collector. It is sold with a historical overview by Iannucci, copies of correspondence and an image of the machine hanging in Wiman's living room.

\$60,000 - 80,000

1971 HARLEY-DAVIDSON XRTT ROAD RACER• *Ex-factory Ironhead 'Airbox' race bike*

Engine no. 69XR002



Harley-Davidson's XRTT will always hold a high place in American motorcycle history, remembered as the motorcycle that brazenly informed the rest of the world that Yanks really could road race. The XRTT served notice in the spring of 1972 when Harley team rider Cal Rayborn accepted an invitation to ride in the Trans-Atlantic Match Race series, a yearly six-race tilt on the UK's short circuits that had America's top racers, primarily dirt-trackers, lined up against England's best pavement artists.

Nobody gave the Americans much of a chance, and even the Harley-Davidson factory wasn't crazy about Rayborn's participation. This was before the all-alloy version of the XR750 V-twin was ready for prime time, so Rayborn went into battle with the old iron-barrel XR, an engine that ran so hot it was nicknamed the 'Waffle Iron.' Cool English weather helped keep the tired motor together, though, and Rayborn put in masterful performances on tracks so unfamiliar to him that he only knew their layouts from hastily drawn diagrams on the back of cocktail napkins. Slack-jawed Brit crowds numbering as high as 70,000 saw Rayborn set lap records and take the checkered flag in three of the six contests, tying for top scorer of the series.

The iron XR750 was hastily put together after a 1969 rule change that did away with the AMA's previous engine-equivalency formula pitting 750cc flatheads like H-D's KR model against 500cc ohv designs – BSA, Triumph, Norton, etc. Basis for the XR was the Ironhead Sportster street motor, which had to do until a redesigned all-alloy version could be built several years hence.

When the alloy XRs came online, the iron-engined race bikes were instantly obsolete. Like most old racers, many were broken up for parts. That was the fate of this bike, brought back together via the considerable efforts of Team Obsolete's Rob Iannucci. The engine, by number the second XR750 motor built in 1969, was located at a race shop. The frame, about to be used in a street special, was re-purchased. The bodywork was tracked down at a third location.

As race teams are better on the track than behind a log book, this XRTT's individual event history is understandably muddled. Because it's fitted with two front cylinder heads, twin rearward-racing Mikuni carburetors could be mounted on the right side, housed in a fiberglass plenum, a setup meant to keep the carbs cool. This distinguishes the XR as an 'Airbox' bike. In a letter to the collector who acquired the Harley from Team Obsolete in 2002, Iannucci states that the bike was clearly raced at Daytona, though who was in the saddle isn't clear. He believes the motor is one of two used by Mark Brelford, and that the chassis may be one of Mert Lawwill's.

It's a historical irony that examples of the iron-barrel Harley XRTT road racer are thinner on the ground today than the superior alloy-engined XRTT that replaced it. This bike is one that was brought back from the brink, restored in 2002 to reflect how it would have appeared in the 1971 race season. Mr. Iannucci's signed letter, some notes and magazine excerpts will accompany this sale.

\$35,000 - 45,000

1968 BSA SPITFIRE 650CC MKIV SPECIAL

- *Comprehensively restored*
- *Fitted with Boyer-Brandsden ignition*



Unveiled in 1966, the first of the 'Mark' series of Spitfire 650s immediately became BSA's top road-burner. Based on the twin-carb Lightning, the Spitfire got a power bump via higher-compression pistons and sporty open-bellmouth Amal GP carburetors. The fastest standard BSA produced to that date, it wowed the UK's Motor Cycle magazine with a best run at 123mph and two-way average of 119mph. The Spitfire was the official bike used by traveling marshals at the 1967 Isle of Man TT races – no duty for slow pokes.

BSA's copywriters were only too happy to play up the Spitfire's turn of speed. A full-page magazine ad for the 1968 version informed readers, "If you'd like to get away from it all, right now, BSA has the answer – the Spitfire MkIV. It turns secret little backroads into turnpikes and turnpikes into take-off pads."

The MkIV would be the last Spitfire model, as BSA was about to release its blockbuster 750cc Rocket 3 triple. But even as it was getting ready to give up the top rung on BSA's performance ladder, the '68 Spitfire was an improved motorcycle over its predecessors. Amal's new Concentric carburetors with air cleaners attached gave easier starting and a more civilized ride, the engine benefited from improved ignition and lubrication, and up front was the new twin-leading-shoe brake, considered by many the best drum brake ever fitted to a BSA.

This 1968 MkIV has been comprehensively restored and has to be of the nicest examples around, looking very sporty with its 2gal. gas tank and higher U.S.-style handlebars. During restoration, the gas tank's interior was lined for use with today's ethanol-blend fuels. At the same time, a Boyer Bransden electronic ignition was fitted, as were a pair of PCW Keihin flat-slide carburetors. The original Amal Concentrics will be included in the sale.

**\$6,000 - 8,000
WITHOUT RESERVE**

1983 BENELLI SEI 900

Frame no. ZBNB0AB04DP01151

- *ex-Petersen Automotive Museum*
- *Less than 2000 examples produced*



Alejandro de Tomaso was born of an Italian father and Spanish mother in Argentina from which he “escaped” during the Peron era. He found himself in Italy as one did when one was an ambitious racecar driver in the 1950s. There he married Isabelle Haskell, also a racecar driver, the daughter of one J. Amory Haskell II, a financial advisor to billionaire industrialist Pierre S. Dupont. De Tomaso soon found that his driving talent was limited but not his entrepreneurial drive. In October 1959 he created DeTomaso Automobili that became best known for the Pantera, a mid-engine, Ford V8 powered “supercar” produced on-and-off between 1971 and 1991.

“In 1971, he (DeTomaso) had quietly picked up an Italian motorcycle firm, Benelli, that was in trouble. In 1972... Benelli picked up Moto Guzzi, which (also) had a grand old name and tradition in motorcycling plus a beautiful factory on the shores of Lake Como in the Italian Alps.” DeTomaso’s handling of Benelli and Moto Guzzi was typical. Plunging into the management of both feet first, he managed to revamp Benelli’s image by introducing a transverse six-cylinder 750cc machine, the ‘Sei’.” The first production, street, 6-cylinder motorcycle was produced in small numbers, the big Benelli never a threat to Honda’s world domination of large sport bikes.

The 900 Sei came in 1979 but less than 2,000 were made in 10 years. “By the end of production in 1989, fewer than 2,000 examples of the 900 Sei had been built; some sources claim no more than 80 of them made it to the US market.” *Motorcycle Classics*, May/June 2015.

This Sei is an exceptional example of the classic 1980s Benelli superbike. The seller bought it from the gentleman who had purchased it from the Petersen Automotive Museum on Sunset Boulevard in Los Angeles in the recent past, where it had been an exhibit sometime standing next to a Munch Mammut, a bike built around an NSU four-cylinder car engine. Its story beyond that is lost. From the side, notice the engine shape mimicking the earlier Honda 500/550 four, but also enjoy the almost perfect visual balance front to rear. While some may be disappointed that the 900 did not follow the 750 Sei with six exhaust pipes, the aesthetic of two sets of three-into-one is actually near perfect.

\$10,000 - 12,000

278

1973 BSA B50MX

The BSA B50 was introduced in 1971 as the largest iteration of BSA's four-stroke single that was originally shown in 1958 as the 250cc C15 Star. The B50MX turned out to be the last competition motorcycle announced by BSA, just as the financially strapped company's efforts were drawing to a close. The factory's closure was no reflection on the quality or design of any BSA, but instead of management and circumstance, as many company histories have pointed out. As it happened, the B50MX was a truly fine design, one that foreshadowed today's lightweight four-stroke MXers. Its development had been driven by the great success of BSA's works machines in international motocross, and while based on its B44 Victor predecessors, the bottom end was a complete redesign with stronger cases, built-up crankshaft, larger crankpin and beefier connecting rod. The engine was mounted in a completely new chassis with an oil-bearing frame, so-called 'Slimline' forks and conical brakes. With its gleaming alloy fuel tank, beautifully tucked-in exhaust and a good riding position, the B50MX made for an excellent motocrosser of which, sadly, relatively few were made. This B50MX was painstakingly restored in the early 1990s, with "all-new everything – bearings, rubber, parts," says the current owner. At the same time a Triumph/BSA factory 600cc big-bore kit (actually 572cc) was installed. The bike has not been started nor ridden since restoration. It is sold with a title, the bike's original bill of sale, a B50MX brochure, big-bore kit literature and magazine article, plus a stack of restoration receipts.

**\$6,000 - 8,000
WITHOUT RESERVE**



279

1972 CZ 250

Starting in the mid-1960s, CZ was the bike to beat in international motocross, the Czechoslovakian two-stroke recording six Grand Prix world championships from 1964-69. It was CZ that put Belgian Joel Robert on the world motocross map, and vice versa. Robert, perhaps the most naturally talented rider ever, was notorious for his lack of training, preferring a good party to practice motos, smoking cigarettes to doing calisthenics. Yet in 1964 at age 20 he bested all comers on his privateer CZ 250, making him at that time the youngest rider to win a world motocross title, and giving CZ its first-ever GP championship. Longtime U.S. motocross fans remember the brand fondly for CZ's win at the 1974 Superbowl of Motocross at the L.A. Coliseum in front of 65,000 fans and network television cameras, Czech works rider Jaroslav Falta at the controls. Forty-plus years later the beloved bikes are still a force to be reckoned with in vintage motocross competition. This 250 radial-head 'red tanker' was restored by Rick Doughty's Vintage Iron shop in 1993. Set up as an AHRMA vintage racer – note the beefy Works Performance rear shocks – it was nonetheless finished to a very high standard. In fact, since restoration the bike has not been started, remaining on static display.

**\$4,000 - 6,000
WITHOUT RESERVE**



280

The ex-David Mooney

1953 VINCENT 998CC SERIES C TOURING RAPIDE

Frame no. RC10764

Engine no. 10A018864

- *Matching numbers example*
- *Mike Parti-built engine*



Vincent was quick to regroup following the close of WWII's hostilities, with the postwar Series B Rapide even then seen as an iconic V-twin in a class of its own for performance and handling. A significant proportion of Vincent production found its way to the export market in line with then government policy, allowing the funds to continue development. The arrival of the Series C saw improved handling with the introduction of Girdraulic front fork, a blade-type girder fitted with twin hydraulic dampers. The new model bristled with innovative features, including adjustable brake pedal, footrests, seat height and gearchange lever. The superlative factory finish was to the highest of standards, commensurate with the retail price which was almost double that of some of its contemporaries.

Restored 18 months ago, this Series C Rapide reminds us what an impressive sight a showroom-fresh Vincent must have been in 1953. The bike was purchased in boxes in 2014, having traveled 36,000mi. to that point. While the new owner sorted chassis and body parts, the disassembled engine parts were taken to Mike Parti.

Machinist, champion off-road sidecar racer, collector, Parti was drawn to the speed trials at Bonneville, where he rubbed shoulders with fast Vincent riders like Rollie Free and Marty Dickerson. Back in Southern California he worked with Clem Johnson, builder/rider of the famous Vincent 'Barn Job' drag bike. Accumulating more and more Vincent knowledge, Parti became one of the 'go-to' guys for riders of the fabled British brand. Over the years he literally had a hand in hundreds if not thousands of Vincent restorations. He was inducted into the AMA Hall of Fame in 2001. Sadly, Parti passed in 2016, which makes this Rapide engine one of the last he ever overhauled.

Engine bolted back into the Rapide Touring, steel valanced fenders freshly painted, the restoration continued in a mostly 'by-the-book' fashion. Minor exceptions are the hidden electronic regulator, the 2" handlebar risers and a more deeply dished rider portion of the seat – the latter two items done for increased comfort. The bike has covered 1,400 easy miles since restoration.

\$80,000 - 90,000

281

Ex-James Garner

1970 HUSQVARNA 400 CROSS

Frame no. MH3131

Engine no. 401718

- Lusty single-cylinder big-bore Husky
- Restored



Best known for his television work on the 'Maverick' and 'Rockford Files' television series, actor James Garner became an auto-racing fan during the filming of 1966's *Grand Prix*, a feature movie about Formula One racing. Garner played Pete Aron, an American driver on the comeback trail. In real life, Garner's love of and involvement in motorized competition rivaled that of fellow actor/racers Steve McQueen and Paul Newman. He was co-owner of the AIR (American International Racers) team, which fielded endurance road racing Chevrolet Corvettes in the late 1960s. Off-road racing was another of Garner's pursuits, most famously behind the wheel of the Olds 442 'Goodyear Grabber' Baja racer, which he drove to second-in-class in the 1969 NORRA Mexican 1000.

No doubt influenced by their pal McQueen, Garner and fellow actor James Coburn – who had both costarred with McQueen in the 1963 smash hit *The Great Escape* -- purchased Husqvarna 400 Cross models.

Swedish firm Husqvarna, a name unheard of across the Atlantic until the late 1960s, had introduced a series of Open-class two-stroke motocrossers, first a 360, then a 400, featuring a lusty single-cylinder engine suspended in a lightweight steel frame. As this was before plastic bodywork, the bike came fitted with alloy fenders front and rear, and a painted steel gas tank with signature chromed panels, intended prevent a rider's knees from marring the paint.

This beautiful, comparatively airy, big-bore Husky combined fearsome power, superior handling and rakish good looks – a winning combination that quickly made headlines and hastened the demise of four-stroke off-road Thumpers.

Garner's 1970 400 Cross has been restored. Researching the bike, in talks with daughter Gigi she recalled McQueen and her father racing their Huskys on the street outside the former's estate in Brentwood, a quiet neighborhood on Los Angeles' toney Westside. The bike is sold with a title in James Garner's name.

\$20,000 - 25,000

282

1980 LAVERDA 1000 JARAMA

Frame no. 6974

Engine no. 6974

- Fitted with Jota pipes
- Rare example



Blessed with one of the most evocative names in motorcycling history, the Jota was the bike that really put Laverda on the global map. Its direct progenitor was the tuned version of the Italian firm's 3C triple - the 3C(E) - developed for production racing by the UK importer, Slater Brothers. The production "180" Jota was both more highly tuned and quicker, its 140mph top speed making it the world's fastest road-going production motorcycle at the time of its launch for 1976. It was also pretty handy on the racetrack, winning the UK's Avon championship in 1976 and 1978 in the hands of Pete Davies. Few major changes were made to the Jota prior to 1982 when a heavily revised version was introduced, complete with a 120-degree crankshaft.

The Jarama first saw the light of day in model year 1978 as the North American version of the 3CL, the successor of the original 3C, and it stayed through 1980. Each came equipped with a left-foot gearshift, right brake, indicators, side reflectors, and slightly lower gearing. The Jarama name was taken from Spain – as was Jota – this time instead of a dance, a racetrack outside Madrid. Perhaps it was chosen by Roger Slater as a twin to his chosen Jota. The bright red or green (only) black pinstriped 3CL/Jarama was a strong, glorious motorcycle pressing all the right buttons, making all the right noises, but with slightly less top end than the Jota.

More to the point, though, it wasn't called Jota and it didn't sell well enough in its intended market. And thus most were shipped back to the UK and into other markets. Some were converted to Jota specification, sometimes to be nicknamed "Jarotas."

This machine may have first gone to Canada from the USA to then be re-imported into the USA a few years later. Its known history goes back from the seller to a Ralph Karsten of St. Paul, Minnesota who bought in the late 1980s in Billings, Montana. It is a well-maintained example that starts and runs well, last being ridden in August of 2016. It is essentially to original specification, most notable are the following changes: Works aftermarket rear shocks, stainless steel braided brake lines, red painted wheels and brake disc carriers, reversed fork legs bringing the brake calipers behind the legs, the handlebar grip, and headlamp brackets. The two rear side reflectors are missing. You would want to leave the Jota pipes installed! A full return to stock specification is thought to be easy.

Jarama no. 6974 is a rare example – it is not known how many Jaramas were manufactured, two or three hundred at the very most. It's honest, handsome and a joy to ride.

\$13,000 - 16,000

283

1999 CAGIVA 904CC GRAN CANYON

Frame no. ZCGAEDJH9XV020153

Engine no. ZDM906LEI*003493*

- *Two owners*
- *New belts installed August 2014*



Comparative newcomers to the Italian motorcycle scene, the Castiglioni brothers' Cagiva concern established itself in the late 1970s when it purchased the Harley-Davidson-owned Aermacchi factory at Varese. Its first motorcycles were two-strokes, but in 1985 upstart Cagiva purchased long-established Ducati in a move which ensured the latter's survival and broadened the range of its own models. Sports and sports-touring machines continued to be badged as Ducatis (still from Panigale), while Cagiva made use of Ducati powerplants in a range of stylish off-road bikes (in Varese). One such bike was the 900 Gran Canyon although its talent was actually just as much "on road" as "off road".

Penned by Pierre Terblanche, the bike arrived in the USA in 1999 with an updated version of the Elfant's sturdy steel skeleton frame and a speedometer reading in kilometers. Complete with 5.3 gallons of gas it weighed in at just over 500lb, certainly lighter than the equivalent Triumph or BMW. At 904cc, it was Ducati's biggest 2-valve, belt drive, air-cooled, fuel injected v-twin and pushed out about 70bhp at 7,100rpm and 55lb-ft of torque at 5,000rpm ("a torque span as wide as the bike's Arizona namesake") making a top speed of 117mph possible. The gearbox is a slick shifting 6-speed engaged through a dry clutch. Up front are Marzocchi 45mm forks with a single Sachs shock at the back with both preload and rebound adjustment. For stopping power Varese called on Nissin with a pair of 296mm discs; at the rear, a single Nissin 240mm disc sufficed.

"The Cagiva Gran Canyon's short gearing, narrow tires and wide bars make for a quick-turning and flickable machine that loves to romp from corner to corner. The seat and screen are day-long comfortable, and the package still works well with a pillion", so said Motorcycle Consumer News. Cycle World quotes in 2001 "...550 examples...were imported..." Instinctively that seems a huge number. The bike is clearly much more rare than that.

This machine, still in excellent condition, last ridden in October 2016, is equipped with the touring windshield plus top lip (the optional low screen comes with the bike as does the tool kit and owner's manual) and a Givi trunk mount. The seller is the second owner – from 1600km – and has been religious about its maintenance with oil changes annually or every 3000 miles; last changed at 24,731km. Previously at 6678km the clutch slave cylinder was rebuilt. New belts were installed at 23,000km (August 2014) together with a full valve check and general service. New steering head bearings came in early 2016. All the maintenance work was carried out by Fred Snyder of St. Paul, Minnesota, a certified, experienced Ducati tech.

\$4,000 - 6,000
WITHOUT RESERVE

1971 EJ POTTER CHEVROLET V8 “WIDOWMAKER 7” DRAGBIKE

- *The world's fastest motorcycle in 1973 as confirmed by Guinness Book of World Records*



'Drag racers...would try anything that made sense... While motorcycle guys have often borrowed technology from car guys, some have gone so far as to borrow engines. And no one has been more associated with this than E.J. Potter, affectionately known as the "Michigan Madman".

'Potter grew up in the central Michigan town of Ithaca, the son of a scientist. After first competing on dirt tracks, he decided in 1960 to pursue a dream (of)...putting a Chevy V8 engine into a motorcycle frame... Potter would spend more than a decade building, racing—and sometimes wrecking—six more "Bloody Mary" and "Widowmaker" machines. And he did so...in the USA, England, Australia and Canada... In the beginning... Potter was paid \$1 for every mile per hour he exceeded 100mph. He quickly realized that his homemade clutch (built from a Harley-Davidson drum brake) was limiting (him) to about 115mph and that, in turn, limited his income... His solution...was to eliminate the clutch altogether. And...trap speeds increased to 136mph...

'The first engine Potter used was a 283 cubic inch, carbureted Chevrolet. The transmission was connected to the engine by means of a chain... Potter chose a large, steel backbone...trellis...that used the engine as a stressed member...' *Motorcycle Drag Racing: A History* by John S. Stein (Gear Head Publishing, 2011) Widowmaker 7 has a Chevrolet small-block 350cid V8 with Crane gear-driven roller cam and rockers, Brodix aluminum heads, 12.5:1 forged pistons and a 1960s Vertex Len Hughes-built magneto, and Kinsler-rebuilt Hilborn fuel injection.

In September 2016's *Classic & Sports Car*, Mick Walsh wrote: "Photographs in American magazines of a wild V8 motorcycle smoking down a dragstrip captivated me as a kid and, ever since... I've been fascinated... While studying the spectacular drag 'bikes in the Goodwood Festival of Speed paddock, I was stopped in my tracks by...Widowmaker 7. As I chatted to its owner Clyde Hensley... others who'd seen Potter perform at Santa Pod in '66 came to pay homage to the 500bhp Chevy-powered beast. He sadly died aged 71 in 2012 in Ithaca, Michigan after battling Alzheimer's."

Randy Newell bought it from E.J. in 1974, the late Gary Werner from him, in 1979. Bonnie Werner sold it to Dean Fish in 2007; Hensley bought it shortly thereafter. Werner restored it in the 1990s and had it on display at the Don Garlits Museum. The 1973 Guinness Book of World Records listed it as the world's fastest motorcycle and the bike also held three AHRA world records and went 8.68 at 172mph! E.J. was the last to ride it (1999). He had a video made and the bike was on the front cover of his book, *Michigan Madman*; both are included with the bike as are E.J.'s original helmet, and 24-volt battery starter wagon.

He ran the bike on a kick-stand and pushed it off at 7,500rpm. Just add fuel.

\$65,000 - 85,000

Sold on a Bill of Sale

285

1951 VINCENT 499CC SERIES C COMET

Frame no. F5AB/2A/5897

- Matching-numbers example
- Fitted with Birmabright alloy fenders and touring handlebars



The Vincent HRD brand originated in 1928 when Philip C. Vincent acquired the name, jigs, tools and patterns of the recently liquidated HRD Company. Vincent moved production from Wolverhampton to Stevenage and set about putting his motorcycle design ideas into practice, commencing with an innovative sprung frame that would remain a feature of Vincent motorcycles until production ceased in 1955.

Like others, Vincent relied on proprietary engines until increasing dissatisfaction with suppliers led to the creation of Vincent's own motor in 1934. An overhead-valve 500cc single, this all-new power unit was designed jointly by Vincent and Chief Engineer Phil Irving. The duo brought fresh thinking to the design of what would become known as the Series A motor, opting for a relatively short stroke of 90mm coupled to an 84mm bore, a high-set camshaft and two guides for each valve with the rocker arm engaging between them. The sum of all these features resulting in a compact engine with considerable scope for tuning. The names Comet and Meteor were chosen for the sports and touring versions respectively of the stylish new Vincent HRD.

Production was stopped for WWII, then restarted soon after with the short-lived Series B Comets, which soon gave way to the successful Series C singles, built from 1948 to '54.

Effectively a Rapide V-twin minus its rear cylinder, the Comet offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning solo rider who placed civility of manners and quality of construction above outright performance. Apart from the missing cylinder, the Comet followed Series C twin lines, the model featuring the newly introduced Girdraulic forks and hydraulic dampers at front and rear. An expensive machine to produce, it did not sell as well as its maker had hoped and was dropped when the Series D was introduced for 1954.

The Series C Comet on offer here is a 1951 model (titled as a 1950), a remarkably complete, matching-numbers barn-find discovered in Idaho where it ended up after being brought over from England sometime in the 1960s. It wears sporty Birmabrite alloy fenders and higher touring handlebars. We're informed both engine and transmission are free, presenting the prospective buyer an interesting choice: Get the bike running *in situ* to create a rideable survivor, or use its excellent underpinnings as the basis for a full restoration.

\$24,000 - 28,000

1960 HARLEY-DAVIDSON KR750

Engine no. 60KR2022

- *Authentic competition dirt tracker*
- *Fitted with a peanut tank*



Harley-Davidson, following the Great Depression, brought a new middleweight motorcycle onto the market, the WL featuring a 45 cubic inch sidevalve engine. Immediately the company offered a competition version of this rugged motorcycle, the WLDR and later the WR which benefited from trickledown technology from the famous Knucklehead series. These over the counter machines were to receive fine tuning from both the factory race team and talented independent tuners. Built from 1937 through 1952, except for a break during the war years, these Milwaukee flyers battled largely with Indian Sport Scouts. However the end of the World War II brought over many English made motorcycle as the country desperately needed to export goods. The AMA competition rules were configured that 750cc sidevalve engines, being at a power disadvantage to the OHV English motorcycles, the latter were restricted to 500cc. Harley-Davidson was quick to respond to the newest challenges by introducing a whole new motorcycle in 1952, one that had one footpeg in the future as well as one in the past.

The new Model K series featured a tried and true sidevalve engine except the design used new unit construction with the crankcases and transmissions in a single casting. The old rigid rear frame was retired in favor of swinging arm suspension and rear shocks. Gone were the old hand shift transmissions and the new K Model had a 4-speed foot shift on the right side of the motor, just like the English competition. This latter feature may have been a nod to the bike's race track potential towards our American dirt track races where the riders are generally using their left foot in stabilizing and sliding their motorcycles.

Like its WR predecessor, the new 45 cubic inch Model K was accompanied by a series of competition only motorcycles, the KR for flat track, the KR750 for road racing, a KHRM a 55 ci racer for scrambles and short tracks, and the KHRTT a 55 ci tourist trophy racer. The new engines could develop 50 to 57 horsepower and top out at 125 mph.

This 1960 Harley-Davidson KR750 is an authentic competition dirt tracker although its race history is unknown. Like most KR's, this motorcycle has a rigid sub-frame versus the street and road race models' rear suspension. It rolls on shouldered aluminum rims and as all American dirt track motorcycles, does not have any brakes. On top of this finely restored competition motorcycle, sets a peanut tank taken from one of Harley's two stroke motorcycles in lieu of the bulbous stock tank, a modification made popular by Pennsylvania rider Billy Huber, and eventually found its way to the Sportster series. The engine sets in a double loop cradle frame for stoutness and wears telescopic forks which were a new addition beginning in 1952. KR barrels differ from the street engine with larger ports cast into the barrel and larger valves. Only perhaps 500 KR750's were produced over the lifespan of the model and they faced fierce competition from the overseas machinery. However it didn't stop Harley-Davidson the year this motorcycle left the plant. Carroll Resweber took the national championship four years running, from 1958, 1959, 1960 and 1961. In 1960, Joe Leonard took a 2nd in the national championship while Bart Markel earned a 3rd in the national championship. It was a fine year indeed in Milwaukee.

\$22,000 - 26,000

1960 HARLEY-DAVIDSON XLR FLAT TRACKER• *Older cosmetic restoration*

Engine no. 60XLR2006



The XLR came on the scene in 1958 and stayed in production until 1969, and is one of the rarer members of the extended Harley-Davidson Sportster family. Depending on which historian you subscribe to, there were between 200 and 500 XLRs made. Despite looking like a stripped XL Sportster, these were race bikes with no provision for lighting or other street amenities.

In which kind of competition did XLRs partake? TT events with dirt turns, left and right, and jumps were a natural. But because the 883cc V-twin was too big for AMA national-class races, the bikes ran in the unlimited Open class or at so-called outlaw races that ignored AMA etiquette. Despite weighing 350 pounds, many XLRs ended up on scrambles tracks, precursor to motocross. Others slogged through the rocks and roots and rivers of enduro courses. Some sprouted fairings and sticky tires and went apex-hunting, notably the late Lance Weil who took an XLR-based road racer to England and showed the tea-and-crumpet crowd that Yank riders knew how to do more than put a foot down and turn left. Other XLRs – or parts of them – went nitro drag racing, and there was an XLR-based engine, albeit heavily reworked, in the Harley streamliner that took Cal Rayborn to a 265.492mph world record in 1970.

The XLR's performance came from its engine spec. While run-of-the-mill Sportsters went out into the world with their cams running in needle bearings and bushes, XLRs benefitted from friction-reducing ball bearings. Likewise, their crankshafts ran in roller bearings. The bikes had specific flywheels, pistons and connecting rods. Different cylinder-head castings allowed larger valves and a bumped-up compression ratio. Hotter cams were installed as well as a lightened valvetrain. Ignition was via magneto, moved from the right side of the engine to a tucked-up position ahead of the front cylinder. Even the XLR frames were special, built with a better grade of steel so the walls could be thinner and the whole assembly lighter.

This particular XLR is from the batch made for 1960. Not much is known of its history prior to current ownership. It appears to have had at least cosmetic restoration sometime in the past, though the extent of the work is not detailed, nor is the restorer noted. It has remained unriden since its last change of hands, used for display purposes.

\$18,000 - 22,000



288

First-year model of Honda's landmark motocrosser

1973 HONDA CR250M ELSINORE

Engine no. CR250ME-1001812

By the early 1970s, Honda had separated itself from its Japanese competitors and become the world's largest motorcycle company on the strength of its four-stroke engine designs. Yet Honda wanted to be a player in the booming U.S. motocross market, and at the time that meant two-stroke power. The blockbuster 1973 CR250 Elsinore was the result, the company's first production dirt bike, used by team rider Gary Jones to take the AMA 250cc National Motocross Championship that year. For legions of amateur racers the CR250 was a game-changer. With its aluminum gas tank, magnesium engine covers and molded plastic fenders, it was the lightest production motocrosser on the market. Spare parts – sometimes an iffy commodity with smaller European brands – were as close as the local Honda dealer. So popular was the Elsinore that almost overnight an aftermarket sprung up to supply performance engine and suspension parts. This restored first-year Elsinore was acquired by the Carter Collection from the estate of racer/ collector Mike Owens, also a partner in the Legends and Heroes Motocross Museum. The CR250 is a 'billet crankshaft' model from early in the production run. Restored to showroom condition, it represents a chance to own a historically important, museum-quality motorcycle – quite literally.

\$5,000 - 7,000

Offered on a bill of sale.



289

1976 HONDA CR250M ELSINORE

Engine no. CR250ME-3003442

The pace of development in motocross was brutally quick in the 1970s, so within two years of the blockbuster CR250 Elsinore's introduction, its rear suspension was looking decidedly antiquated as long-travel setups came to the fore. A redesigned chassis with moved-up shocks gave the CR at least a fighting chance against Yamaha Monoshockers and the like. A coat of bright Honda Red paint on virtually everything except the motor announced the changes, echoing the look of Team Honda's factory racers. This '76 Elsinore is from the estate of motorcycle collector Mike Owens, partner in the Legends and Heroes traveling motocross museum. Until Owens' 2015 passing, this bike was on prime display in the museum trailer that was hauled to AMA Supercross races. Amazingly, it has never been started and never ridden. The original owner kept the Elsinore safe and sound, knowing that the 1975-76 models' long-travel rear suspension – a first for Honda – would one day make the bike highly collectible. Owens purchased the Honda in 2009 and immediately made it part of the Legends and Heroes display. Though the bike has never been started, it is showing minor examples of 'museum-rash,' including a cracked front number plate, minor scuffs and scrapes to the frame, and the fork sliders display the usual light oxidation for a bike of this age. This CR250, which has to be one of the few 0-mile examples in the world, has remained on static display since being acquired by the Carter Collection.

\$5,000 - 7,000



290

1983 MAICO 490 SPIDER

Germany's Maicowerk AG was founded in 1926, building 100 and 125cc runabouts, but Maico is best remembered today as one of the leading motocross bike makers of the 1970s and early '80s. Renowned for their razor-sharp handling and grunty power, Maicos gave an excellent account of themselves in international competition with riders like Adolf Weil and Ake Jonsson, often outgunning better-funded factory efforts from Japan and Sweden. Maico 400, 440 and 490 models were a favorite choice of Open-class riders in America, especially on hard-packed tracks like Carlsbad and Saddleback in Southern California. To quote *Dirt Bike* editor Rick Sieman about the 490 motor: "Good God Almighty! What an engine! The thing pulled like a freight train on nitrous oxide." This 1983 four-speed 490 Spider is from the last full year of Maico-branded machines – following some financial difficulties, the bikes returned as M-Stars but the company was soon out of business for good. Before acquisition by the Carter Collection, the bike was subject of an exhaustive 2½-year mechanical and cosmetic restoration by a noted Maico expert, including: freshly powdercoated frame, swingarm and fork sliders; full engine overhaul with first-over top end; OEM forks and Ohlins shock completely rebuilt; all-new Magura hand controls and cables; gold re-anodized Nordisk rims with Buchanan stainless spokes; NOS exhaust pipe and muffler, new rubber mounts. In addition, the bike was treated to a billet ignition cover, front brake stay and gas cap. It has remained unriden since its 2015 restoration.

**\$4,000 - 5,000
WITHOUT RESERVE**



291

1975 BULTACO PURSANG 250 MK8

Engine no. PM13500086

For U.S. motocross fans, the words Bultaco Pursang conjure up fond images of the late Jim Pomeroy. In 1973, at age 20, Pomeroy served notice that America would be a coming force in international motocross, previously the domain of European riders. At the Spanish Grand Prix, his first race on the world stage, Pomeroy shocked the established order by riding his Pursang 250 to the overall victory, simultaneously become the first rider ever to win his debut motocross GP, the first American to win a GP, the first American to lead the MXGP point standings, and the first rider of any nationality to win an MXGP on a Spanish motorcycle. Introduced in 1965, the Bultaco Pursang quickly became a favorite mount for what U.S. riders were calling 'rough scrambles,' a sport that would soon morph into motocross. By the time this 1975 Mk8 version arrived, the migration to long-travel suspension was on, so we see moved-up shocks making their first appearance on a Bultaco. Acquired from the estate of collector Mike Owens, this Pursang Mk8 was the recipient of a full restoration before joining the Carter Collection stable.

\$6,000 - 8,000



C.1958 DUCATI 125CC 'TRIALBERO' DESMODROMIC RACING MOTORCYCLE

Frame no. DM125 03

Engine no. DM125 02



Designed by newly arrived engineer, Fabio Taglioni, Ducati's first overhead-camshaft single - the 100 Gran Sport - appeared on the racetrack in 1955 and soon proved unbeatable in its class. The Gran Sport's overhead cam was driven by a vertical shaft and bevel gears, and this method was carried over to Ducati's next racer, the '125'. A landmark design in the history of motorcycle engineering, the newcomer debuted Taglioni's famous 'desmodromic' method of valve actuation that dispensed with springs, the valves being closed by a third set of cams, an arrangement that spawned the sobriquet 'trialbero' (three shafts). Positive valve closure was not a new idea, but Taglioni was the first to make it work on a motorcycle engine, and Ducati remains the only manufacturer to have offered this innovation for public sale. The new 125 racer debuted in the Swedish Grand Prix at Hedemora in July 1956 when, with factory rider Degli Antoni aboard, it lapped the entire field, romping away to a fairytale victory.

Immediately prior to the desmo's arrival, the new 125 racer had appeared fitted with two camshafts and conventional hairpin valve-springs, and in this form was later sold to customers. Burdened with the task of bringing new road-going models to fruition, the factory did not campaign the desmo racer in earnest again until 1958. Luigi Taveri and Romolo Ferri were signed from MV and Gilera respectively, joining Albert Gandossi, while for the Isle of Man TT, home-grown stars Dave Chadwick and Sammy Miller were drafted into the factory squad.

MV's Carlo Ubbiali won despite a strong challenge from Taveri, who retired, leaving Ferri to finish second with Chadwick third and Miller in fourth place. Taveri finished a close second to Ubbiali in the Dutch TT and then scored his first win for Ducati at the Belgian Grand Prix. The rest of the season had its ups and downs, but highlights included a 1-2 in the Swedish Grand Prix and a staggering first five places in the Italian Grand Prix at Monza..

Rising star Mike Hailwood, whose father Stan owned the UK Ducati concessionaires, joined the factory squad for 1959, scoring the marque's sole classic victory that year, in the Ulster Grand Prix.

We are advised that this rare Ducati 125cc trialbero was restored circa 2005. The engine bottom end is original trialbero, fitted with the side cases and bevel drive cover from a 125cc roadster, while the cylinder head is not to the works pattern and was almost certainly made by the late owner, one Giacomo Agostini (not to be confused with the 15-times World Champion of the same name). The machine incorporates the frame of a 125cc desmo racer - number '03', fitted with the engine from '02' - while the fairing is a modern replica. Recently tested, the machine is reported to perform well.

\$44,000 - 48,000

293

1951 HARLEY-DAVIDSON WL SOLO

Engine no. 51 G 1510

- *Last year of production*
- *Finished in mint green and cream*



Excelsior's Super-X began the race. Indian won it. And Harley-Davidson outlasted them all. In the first two decades of motorcycles in the United States, two displacement classes prevailed; 21 cubic inch and 61 cubic inch, and racing classes were developed around these criteria. Then Excelsior introduced the class breaking Super-X in 1925, a 45 cubic inch engine that featured unit construction with the crankcase containing both the flywheel assembly and the transmission. Actually it was a direct response to Indian's little Scout which was a 37 cubic inch engine, and a phenomenal sales success. In 1927, they too punched out the Scout to a full 45 cubic displacement. Harley-Davidson jumped into the game too in 1929 but had difficulty promoting their 45 inch model against the sales leadership Indian and Excelsior had a stranglehold on. That 45 cubic inch class, or 750cc, is still a recognized class in the sales and competition of motorcycles today.

Harley-Davidson's entry into the new class of 45's occurred in 1929 with a new sidevalve engine in the 21 cubic single Model B's chassis. This cost saving idea required the generator on the engine to be mounted vertically, hence the nickname "three cylinder Harley" by its detractors. And typical of Harley-Davidson, the evolution of this model was one of conservatism. In 1930, it got a new frame and in 1932 the generator was now horizontal thanks to the new frame, and in 1937 it received dry sump lubrication in part to the development of the Knucklehead.

A new transmission and clutch in 1941 finished the substantial upgrades to the model as the impending war changed everything and following World War II, our boys were coming home to British motorcycles that were less expensive, lighter, faster and more comfortable. Plus there were hordes of cheap leftover military motorcycles coming on the market for a couple hundred bucks each when a new 45 would cost the rider \$730 in its final year.

The last year of 45 production occurred in 1951, the year of this motorcycle being offered for sale. An older restoration using a G model engine, a common changeover, it's finished in a pleasant mint green and cream with red lining. The Harley 45's were promoted as intermediate motorcycles, a transient rider until the owner could extend himself to a Big Twin as well as a machine for the growing population of women who enjoyed riding motorcycles but didn't care for the weight of the larger bikes. The WL or 45 was a great combination of Big Twin styling and lighter weight. As a fully capable riding motorcycle in today's world, it will cruise all day at 50 mph with its under stressed engine. With plenty of spare parts still available, any issue is quite easy to address, plus there are many modern upgrades the owner can add to the bike like belt drive primaries. While there were plenty of 45 Harleys produced, they were actually much rarer than the Big Twins as they only accounted for 7% of the company's overall sales.

\$10,000 - 12,000



294

C.1959 MATCHLESS G12 CSR TWIN

Frame no. G12CSR10515

An excellent and appropriate stablemate to the AJS 650 twin in the Seal collection, this Matchless G12 is essentially the same basic model with detail changes. Corporate overseer AMC practiced this kind of 'badge engineering' to good effect over the years, basically populating two different marque lines with little more than alterations to sheetmetal, tank badges and engine covers. With either brand, the chassis was a strong point as AMC was an early adopter of swingarm suspension; plus the company's 'Teledraulic' double-damped fork was very advanced for the time. As often was the case with British twins that started life displacing 500cc, the push to field a 650-class version was initiated by the Americans, in AMC's case their Los Angeles-based importer Frank Cooper. The well-regarded Matchless and AJS singles could fend very well for themselves but Cooper wanted more power for the twins to keep his buyers from migrating to Triumph or BSA showrooms. That boost came in 1958 with the G12 Matchless and Model 31 AJS, available in standard tune and higher-rated CSR trim, the latter with raised compression ratio, higher-performance cams and usually (but not always, as here) a 2-into-1 exhaust setup.

\$6,000 - 8,000



295

1954 AJS MODEL 18CS

Frame no. 54 18 25391

"Honest, dependable and free of phony pretensions, the big singles built by Associated Motor Cycles after WWII neatly balance price and performance," wrote *Real Classics* magazine in their retrospective on the AJS Model 18 and Matchless G80. That opinion would no doubt please Albert John Stevens, who along with his three brothers, first sold motorcycles bearing the AJS nameplate in 1909. The company failed in 1931 and was taken over by Matchless, the two firms soon operating under the Associated Motor Cycles banner in London. During World War II, the company supplied the British War Department with thousands of Matchless G3L 350cc singles. In fact, AMC's first big postwar splash was with a 'civilianized' G3L in 1946, available in 350 and 500cc displacements, the only difference being size of the cylinder bore. The AJS version of the 500 was called the Model 18. The power unit was a robust overhead-valve engine that developed 23bhp at 5,400rpm. List price in 1951 was just £180, making for a most affordable sporting machine. These big singles, either with AJS or Matchless tank badges, would be the mainstay of AMC from their introduction until the company eventually foundered – the last AJS Model 18 was produced in August 1965. The Seal collection's 1954 Model 18 is finished in AJS's traditional livery of gloss black paint with gold pinstripes and lettering.

\$6,000 - 8,000



296

1959 AJ'S MODEL 31CS TWIN

Frame no. 59 31CS 08749

Best known for its long-stroke singles, Associated Motor Cycles, parent company to both AJS and Matchless, was late in producing a twin-cylinder model to rival those of Triumph, BSA, Norton, et al. When announced in 1948, the AJS Model 20 and equivalent Matchless G9 followed the established architecture of British parallel-twins, but were unusual in having a third, central crankshaft main bearing and full-length cylinder studs. The engines' generous finning was distinctive, as were their four individual 'teacup' rocker covers. Progressively developed, the motor underwent a number of capacity increases, overbored from 498cc to 593cc, finally arriving at 646cc via a longer stroke with the launch of the AJS Model 31 and Matchless G12 in the autumn of 1958. Well-finished and deservedly popular despite lacking the glitz of certain rivals, the AMC twins were much missed after the company's demise in 1966. Top of the twins line was the CSR model, the moniker standing for Competition/Sports/Road, though wags insisted upon 'Coffee Shop Racer.' Certainly the sporting model's performance credibility was done no harm in 1960 when a factory-backed CSR won the prestigious Thruxton 500-mile endurance road race for production-based machines. This particular CSR is equipped with the model's signature 2-into-1 siamesed exhaust system. Its odometer shows just 3,575 miles.

\$6,000 - 8,000



297

1951 AJS MODEL 18

Frame no. 51 18 179801

Many riders were introduced to AMC, parent company of both AJS and Matchless, by the lowly Matchless G3L single, a 350cc WWII military bike, many of which were sold off as surplus after hostilities ended. Needing to quickly get back into peacetime production, AMC created a new civilianized version of the bike, the AJS Model 16. Soon a full 500cc model was sold alongside, the Model 18, still a fairly simple rigid-frame design. As prosperity returned to the British Isles and companies began to export products, AJS added features. Rear suspension became available, as did an alloy engine, leading to the sporty Model 18CS – C for competition, S for suspension. Economy was the Model 18's prime calling card, though, as driven home in company literature: "Motorcycling is one of the most economical and pleasurable modes of transport. It is our sincere wish that every AJS owner should obtain from his mount the service, comfort and innumerable miles of low-cost travel that we have earnestly endeavored to build into it," read the AJS owner's manual. The Seal collection's standard Model 18 is fitted with a plush dual seat and wears a pair of the thick-body 'jampot' shock absorbers for which the brand is known. It also retains its frame-mounted tire pump.

\$6,000 - 8,000



298

With Francois Grosset electric-start kit

1951 VINCENT 998CC SERIES C BLACK SHADOW

Engine no. F10AB/1B/6621



When it comes to two-wheeled objects of lore, you can't do much better than a Vincent Black Shadow. Here's a mighty 1000cc twin that fable has it came into being when two tracings of designer Phil Irving's 500cc single just happened to overlap each other on the drafting table to form a Vee. Then there's American speed merchant Rollie Free, who in 1948 at risk of major epidermal trauma stepped into his Speedos (and not much else) at the Bonneville Salt Flats for a record run on his tuned Black Shadow. With the famous photo as proof, there's Free laid our prone behind the handlebars, going 150.313mph in his beach togs! "The World's Fastest Standard Motorcycle," blared the magazine ads, "This is a Fact not a Slogan."

Chroniclers of the sport also did their part to burnish the Vincent legend, including the erudite British columnist L.J.K. Setright, who wrote, "Well into the 1960s – and even today when it is wrapped in a mystique carefully cultivated by thousands of fanatically enthusiastic owners – the big Vincent retained that commanding air about it when you met one on the road, and many a rider of avowedly supersporting machinery would be humiliated by having some much older Black Shadow come past at the canter..."

Celebrity ownership doesn't hurt, either. TV funnyman Jay Leno owns several Vincents and says, "There's a wonderful 'mechanical-ness' to them; they are such quality machines. When you check the oil in a Vincent primary case, there's a beautiful aluminum knurled knob on the dipstick. It's overdesigned, way better than it needs to be. The general public ignored this kind of detailing because they could buy something cheaper. But today, the Vincent is considered a piece of art to be revered."

Any Series C Black Shadow is a rare and desirable beast, as only 1,507 were produced by the Stevenage factory in 1949-52. This 1951 example is a well-maintained older restoration, definitely built to ride. To that end it was fitted with a Francois Grosset electric starter. This French-built kit is a comprehensive retrofit that includes the starter motor, reduction gears, sprag clutch, solenoid relay, plus sundry bits and pieces. Mostly hidden from view (you can just see the mount plate peeking from beneath the header pipe on the right side), it allows easy push-button starting, a boon to those with bad knees or the inability to recite the proper starting drill. For others who insist, the stock kickstart lever remains in place and useable.



Parking this bike has also been made easier – and potentially less embarrassing – thanks to the installation of a Dave Hills Tread-Down centerstand, a conventional under-frame stand that’s wider-splayed and easier to deploy than the Vincent rear propstand. It has been described by The Vincent.com as “one of the most welcome additions seen in recent years,” though, as before, purists will be happy to know the stock propstand remains at the ready.

In the Vincent world, as with any blue-chip collectible vehicle, there are machines built for show, others built for go. While this Black Shadow would be a welcome entrant at any concours, count it strongly among the latter. Included in the sale are instructions, diagrams and a parts list for the electric starter.

\$100,000 - 120,000



2008 CONFEDERATE WRAITH B210

Frame no. 1C9SB29078B908022

- *One of less than 100 produced*
- *Low-mileage example and believed one owner from new*



Founded in 1991 in Baton Rouge, Louisiana by Matt Chambers, Confederate Motors set out to create motorcycles, "Utilizing a holistic, avant-garde process for celebrating the art of rebellion." With their unique blend of off-the-wall styling, advanced technology and Grand Prix-quality components, Confederate's products emphatically back their maker's claim. It is an approach that has given Confederate a public profile out of all proportion to its relatively small size. Tom Cruise, Brad Pitt and Bruce Springsteen all own Confederate motorcycles. But this passionate company isn't just about show: In 2008, a Confederate Wraith set a new speed record of 166.459mph in the A-PF 2,000cc pushrod/unfaired class at Bonneville Salt Flats, obliterating the old mark of 141mph.

At one time, though, the firm's continued existence looked far from certain. In August of 2005, Hurricane Katrina struck the Gulf states, devastating the area and destroying the Confederate factory. Unable to find any suitable facility locally, Confederate relocated to Birmingham, Alabama, where production resumed in 2006. The Wraith would be the model that got Confederate back into the game, building on the previous Hellcat model's success, with reduced weight, more extreme lean angles, superior front-to-rear weight distribution and a lower center of gravity.

The Wraith is powered by a JIMS Harley-esque 45-degree V-twin engine that uses a balancer shaft to reduce vibration. Displacing 1,967cc, the Wraith motor delivers 125bhp at the rear wheel via belt primary drive and a compact stacked-shaft, five-speed gearbox. It's the cycle parts, though, that make this machine something special. Taking functional minimalism to a new level, the aircraft-inspired Wraith chassis consists of an arched carbon-fiber spine complemented by aluminum bulkheads sandwiching the engine. The fuel tank is located under the motor, while the front suspension eschews conventional telescopic forks in favor of a blade-type girder arrangement. There's a single-sided, monoshock-suspended, aluminum swingarm at the rear. Confirming Confederate's commitment to using only the best components regardless of cost, the brakes are an FD four-piston job at the front with a Brembo two-piston caliper at the rear, while the wheels are lightweight Marchesinis.

Looking like an armor-plated board-tracker straight from the future, the Wraith was intended, says Confederate, to be, "The world's most luxurious, sporting two-wheeled device." There is absolutely no doubt that it is one of the most strikingly memorable motorcycles of modern times. Less than 100 Wraiths were made during the model's 2007-09 production run. This well-kept, low-mileage example comes from the estate of car and motorcycle collector Robert A. Harms.

\$60,000 - 70,000

2010 CONFEDERATE P120 FIGHTER BLACK FLAG• *Limited-edition version, one of 13*

Frame no. 1C9RP29080B9080003



No Confederate motorcycle is mass-produced, so owning a limited-edition Confederate is to belong to a very exclusive motorcycle club. The Black Flag edition of the P120 Fighter gets its name because every aluminum component – and almost everything on the bike is aluminum – has been treated to the black-anodizing process. What isn't black is also interesting, like the glass viewports in the alloy monocoque frame, there so you can view the oil and gas the backbone holds. Or the front brake, a radial Brembo grasping a carbon-ceramic rotor. Or the clutch's exposed billet pressure plate, which also draws your eye to the rubber primary belt running out in the open. Or the bare-aluminum kickstand with its welds on display, a work of industrial art in itself.

To call the Confederate unique would be severely understating the case. "Some bikes are part of a scene. Others, like the P120 Fighter Black Flag, are the scene," said Los Angeles Times automotive writer Susan Carpenter after a day aboard the bike. "One look at the P120 Fighter, and it's clear it isn't a Harley. It has a skeletal, minimalist style that seems to turn the bike inside out, revealing a design philosophy that challenges the look of each component as well as its placement."

Powering the Black Flag down the road is a massive JIMS V-twin displacing 120ci and packing a claimed 160bhp at the rear wheel, with an equally impressive 135lbft of torque. Wheels are carbon fiber, as are the vestigial fenders. Race Tech provides dampers for the suspension – the rear a relatively conventional twin-arm swingarm, albeit containing many of the bike's electrical components within; the front a double-wishbone girder arrangement. There is a tiny seat of sorts, described by one reviewer as being "more of a bear trap," while another tester thought the ergonomics were well thought out and comfortable. No matter, long-distance touring probably isn't on the P120's agenda. Turning heads, though? At that the Black Flag may have no equal.

Think of it as two-wheeled vehicular art, a blacked-out erector set you can climb aboard and ride, or something uber-cool from Darth Vader's personal motor pool – in any case, just 13 Black Flags were produced. This P120 was owned by the late Robert A. Harms, on display in his car and motorcycle collection, and covered minimal miles during his ownership.

\$50,000 - 60,000

1959 HARLEY-DAVIDSON FLH DUO-GLIDE

Engine no. 59FLH3333

- Presented with touring equipment
- Second year Duo-Glide



The Duo-Glide was so-named because in 1958 Milwaukee's 1200cc Panhead was equipped with both telescopic front forks and a swingarm rear suspension, the latter's action controlled by a pair of outsized, chrome-covered shock absorbers. It was a big step forward in comfort for touring riders, who came to revel in the bike's cushy 'Glide Ride.' Many mounted saddlebags and a windshield, and hit the road bound for points unknown.

This year also saw the arrival of a hydraulically activated rear drum brake, but the dual suspension was the big news. "Highway... expressway...country lanes...city streets – there's always a *smooth* road when you ride a Duo-Glide," Milwaukee's ad writers promised. "Solo or with a buddy, you travel smooth as silk – hydraulically smooth from front fork to rear suspension."

An FLH model with added performance via its higher-compression pistons, this second-year Duo-Glide from the Carter Collection is an older restoration. Its fuel tank has the correct 'arrowhead' badges and painted 'twin flare' panels as used in 1959-60. Twin driving lights, a copbike windshield and rear luggage rack give the Duo-Glide light-touring capabilities. It has not been ridden recently so will require the usual inspection and recommissioning before taking to the road.

\$15,000 - 18,000



Nicknamed for the shape of its distinctive cake-pan valve covers, the Panhead engine was introduced in 1947, addressing the previous Flathead's overheating issues with an overhead valve design and switching from cast-iron to aluminum cylinders. It would go on to become one of most recognizable motorcycle engines ever, assuming the title of The Motor Company's flagship powerplant for almost two decades.

Like almost all Harley-Davidsons, this Panhead has been personalized over the years. Its 74ci V-twin is from 1956, so per H-D practice that's how the bike is titled, but the frame is from a 1960 or later Duo-Glide, evidenced by the sleek cast-aluminum headlight nacelle atop the forks. Besides the dual suspension, the chassis retains its posted tractor-style saddle for that final bit of bump absorption.

A quick spin around this mildly customized example from the Carter Collection shows metallic paint with the tasteful application of twin orange pinstripes. A leather tank console cover edged in orange lacing is a nice complement. Black-painted crash bars and wheel rims help shrink the bike visually, while wide whitewall tires impart an unmistakable 1950s flair. There's lots of chromework on the left side of the engine, including the so-called 'tin' primary cover. The engine's other side is highlighted by a teardrop-shaped alloy aftermarket air-cleaner cover and an oil filter with built-in pressure gauge. On static display for some time, the bike will likely need a light recommissioning before use.

\$15,000 - 18,000

303

1952 VINCENT 998CC SERIES C TOURING RAPIDE

Frame no. RC11238/C

Engine no. F10AB/1/8338

- Originally one of the rare 32 'Red/Black' Rapides



Given their five-star status as collectible classics today, many Vincents lead cosseted lives, but it wasn't always that way. There was a time when a Vincent was just another used motorcycle, bought and sold several times over, and subject to decidedly non-concours treatment. Take this 1952 Rapide, for example, which was slathered in gold-metalflake paint sometime in the Swingin' Sixties – even the seat cover did not escape the glittery treatment!

Peeking through beneath the tank's sparkles, though, old swatches of Chinese Red paint were visible, a clue to the bike's original, rare finish. Turns out this was a 'Red/Black' Rapide, one of the few to leave the Stevenage factory with red gas tank and fenders, but with black frame members. Paperwork from the Vincent HRD Owners Club verifies the color combination, and that this is an all-numbers-matching machine, including the engine's center cases. Works records indicate just 32 bikes were finished in the Red/Black paint scheme.

The bike's documents suggest this Rapide, a three-owner machine, was running when parked in 1971. Shortly after, an attempt at restoration was begun but did not get very far. Luckily, the original touring fenders were still among the bike's spare parts. They've been media-blasted and primed, traded out for the aftermarket items in place when the bike was found, and a new reproduction battery was sourced. We are advised that the engine kicks through with good compression, the transmission shifts freely and, aside from some clutch work, the engine does not appear to have ever been apart. Several original tools and a Britton tire pump are included in the sale, as is all documentation, giving the next owner a running start on a concours restoration of this rare Red/Black Rapide.

\$80,000 - 100,000

304

1953 BSA 500CC GOLD STAR

• *Only 2 miles since restoration*

Frame no. BB32A.732

Engine no. BB34.GS.533



On Wednesday June 30, 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands track on its way to a debut race victory and an award of the Gold Star that would give BSA's new super sports model its evocative name. Possibly the most successful production four-stroke single racing motorcycle ever, the post-war Gold Star formed the mainstay of clubman's racing in the 1950s.

In fact, it was the model's domination of the Isle of Man Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory. Post-WW2, the Gold Star did not return to the BSA range until 1949. First displayed at the Earls Court Show in 1948, the B32 350cc Goldie boasted the telescopic front fork first introduced on BSAs larger models for 1946 and came equipped with a new alloy cylinder barrel and cylinder head. For 1950 a 500cc version – the B34 – was added to the range, and this larger Goldie was the first to switch to the new die-cast top-end, with separate rocker box, in 1951. The 350 followed suit in 1952 and the pair continued as the "BB" Gold Stars after the new swinging arm frame was introduced in 1953.

In 1953 a hand-built 500 Goldie OHV, air-cooled, single cylinder motor was quoted at 38bhp at 7,000rpm with an 8:1 compression ratio, an Amal GP carburetor, mag-dyno, classics – both aural and visual - GS megaphone exhaust, 4-speed gearbox, and for the first time a twin shock swinging arm. It weighed 383lb dry. The front drum brake was 8 inches in diameter, the rear 7 inches. And once running it was stirring sight and sound.

This is a beautifully restored example of a 500 Goldie with the first year swinging arm frame, now a rare model. It comes from Seaford, Victoria, Australia where the work was done by an experienced and talented restorer. Look closely and the finish of the bike is exquisite – the chrome is deep as are the silver paint on the tank and the black finish on the frame, the forks and oil tank, etc. The aluminum polishing is uninterrupted, smooth and even. Since the completion of the restoration it has recorded but two miles on the odometer and thus it's no fantasy to believe this bike is very ready to ride or show, or both.

\$15,000 - 18,000

305

1953 HARLEY-DAVIDSON KR750 FLAT TRACKER

Engine no. 53K1088

- *Concours condition*
- *For recommissioning*



When introduced in 1952, the 750cc KR was Harley-Davidson's first racebike to employ a unit-construction engine with foot shifter and hand-operated clutch, and though it was a relatively low-tech flathead, the KR battled with great success for almost 20 years, winning nine straight AMA titles from 1954-62 and a total of 13 national championships, right up until the advent of new rules that put faster overhead-valve models on an even displacement basis.

This 1953 KR from the Carter Collection presents potential buyers with a dilemma: whether the immaculately presented machine should be kept as a showpiece, or entered into vintage flat-track competition. It's certainly qualified on both counts.

Formerly in the ownership of well-respected car and motorcycle collector Dennis Gabriel, the bike is resplendent in its classic orange-and-white paint scheme, with sparkling chrome and highly polished alloy. Internally, the engine has been refreshed with all new ball bearings, camshafts, valves, springs, pistons and rings. It breathes through the correct Linkert carburetor.

In concours condition, the KR has not been ridden since restoration, and will require a minor inspection/recommissioning before being started. It is sold on a bill of sale.

\$20,000 - 24,000

1935 HARLEY-DAVIDSON VL BOBBER

• *Built by Dale Walksler of the Wheels Through Time Museum*



Following World War II, America's young men in uniform returned home and, looking for some peacetime excitement, many wanted a taste of the sportier motorcycles they had experienced overseas. Mostly what was available in America at the time were older Indians and Harley-Davidsons. The ex-G.I.'s could purchase leftover prewar machines or even demobilized military motorcycles for bargain prices. Restless, in need of speed, but invariably on tight budgets, what were they to do? Strip down these clunkers and have some fun!

Taking an older bike like this 1935 Harley VL flathead and making it your own became a kind of art form. Riders would take things off, trim other parts down, add discarded components from another brand, even from cars – whatever struck their fancy or was handy. Soon a style emerged, basically a flat-tracker made minimally street legal, personalized with paint and blooey pipes – the louder the better on both counts! The name 'bobber' or 'bob-job' stuck. It's a style that looked good then, and still does today 70 years later.

This particular bobber has an interesting provenance. It was built about 10 years ago by Dale Walksler, restoration expert, motorcycle historian and proprietor of Wheels Through Time, a museum in Maggie Valley, North Carolina dedicated to "discovering, maintaining and preserving American motorcycle history."

There are 300-plus bikes under the roof, and unlike many museum curators, Walksler isn't only interested in perfectly preserved examples, so you'll also see bobbers, choppers, hillclimbers, enduro bikes, etc. at the museum, most in their as-used, original-paint condition.

That perspective certainly informed the build of the VL bobber, looking like it just rode out of 1947. Floorboards and a posted tractor-style saddle were typical fitment, and the scalloped paint job was a popular theme. The simple header pipes and shorty muffler have the requisite 'backyard-engineered' look and no doubt provide the right soundtrack when powering through the gears. Dale remembers that the toolbox on the right side came from a Cleveland. The current owner has ridden the bike only sparingly in the past decade, so here's a chance to acquire a lightly used period custom, built by the man who knows the genre better than anyone.

This reconstituted VL bob-job is a prime example of how motorcycles were transformed during the postwar days in America and set a style that is still with us. Then as now, it exudes a sense of fun, with promises of adventures to come.

\$16,000 - 20,000



307

1970 TRIUMPH T100C TROPHY 500

Frame no. DD48492 T100C

Through the 1960s, Triumph's 500cc twin had been considered a 'rider's motorcycle,' appreciated not for any one outstanding quality but rather for its overall balance and competence. The editors at *Cycle World* magazine, for instance, most with racing and cow-trailing experience, considered the 500 to be Triumph's finest machine, calling it a "sound and well-proportioned design." They waxed more eloquently in the wrap-up of their road test on the 1970 Trophy 500, same model as seen here: "The T100C is poetry. Superb road handling. A modicum of convertibility for the dirt. Excellent braking, requiring only one or two fingers on the front stopper. Easy starting. And exemplary reliability." Showing just 6,300 miles, this Trophy 500 has always been stored in a heated garage and maintained in running condition. It is virtually as if left the showroom 47 years ago, right down to the mufflers' 'barbeque grille' heat shield, which were usually removed and hung on a nail in the garage. To be sure, there are signs of use – minor scuffs, a crease in the oil tank, some fading in the gas tank's Jacaranda Purple paint – but these are just proof of a good motorcycle being enjoyed as intended.

**\$4,000 - 5,000
WITHOUT RESERVE**



308

1988 MATCHLESS G80 500CC ROTAX

Frame no. SMMG50407JN223521

Engine no. 223521

Licensed to produce Triumph Bonneville's while the John Bloor-owned company developed an entirely new range of up-to-the-minute models, Les Harris also bought the rights to the Matchless name in 1988 and manufactured the G80 at his small factory in Newton Abbott, Devon. He quit 10 years later. Despite its "Made in England" label, the Les Harris Matchless used an Italian-made frame and most cycle parts – Paioli suspension, Brembo discs and calipers, Dell'Orto carburetor, Lafraconi mufflers (from Germany came the Varta battery and Magura switchgear) - and was powered by an Austrian-made Rotax SOHC 4-valve single with oil-in-the-frame lubrication. Designed by Brian Jones, production began in 1987 and continued into the early 1990s, towards the end to special order only. Reportedly some 850 units were produced in three colors; black, metallic burgundy and silver. This example was sourced in Australia – Seaford, Victoria – and is still to its original specification. It shows very well with no wear beyond what one should expect from careful use over less than 3,000 miles. Obtaining a kit should not be a difficult task for any prospective buyer who wishes to use the machine on the street. Also not difficult is to enjoy riding this spirited single with its proper chassis and spirited Rotax motor.

**\$5,000 - 7,000
WITHOUT RESERVE**



309

1976 HARLEY-DAVIDSON SS175

Frame no. 4F43139H6

Engine no. 4F43139H6

A new era began in 1974 when Harley-Davidson was purchased by AMF, a conglomerate of sporting goods manufacturers, perhaps best known for their bowling alleys. Wishing to cash in on popular recreational sports like motorcycling, A.M.F./Harley-Davidson reached out to the youth market with a range of 2-stroke off-road – then street - motorcycles. Enduro bikes were extremely popular in the mid-1970s, selling 10 to 1 over street machines in dealerships selling Japanese motorcycles. Harley started with 125cc built by their European division, at Aermacchi in Varese in northern Italy – it was called simply the SX-125 – and soon enlarged it to 175cc and brought in the SS-175 for the street. The SS-175 had a double loop frame, the single top tube holding oil, with an air-cooled piston port 2-stroke single and 5-speed transmission making about 24bhp at 7,500rpm. CDI ignition, oil injection and a 27mm Dell'Orto carburetor stayed for the bike's life but the Ceriani front fork was replaced by a Betor in 1976, to match the brand of the twin rear shocks. These were entry-level motorcycles – better built and faster than you might imagine - that somehow became disposable and thus finding one in the condition of this one is, today, remarkable; reportedly Harley made only 1,570 SS-175s. This has seen very little use having been well kept in a private collection for most of its life. It is indeed a unique opportunity to buy into Harley history, a period the like of which we'll never see again.

\$4,000 - 6,000

WITHOUT RESERVE



310

Only 8 miles from new

1972 RUPP RMT 80CC MINI BIKE

Frame no. 2222120

Engine no. 115701

Rupp Industries was a Mansfield, Ohio based manufacturer of go-karts, mini dirt and street bikes, snowmobiles and other off-road vehicles founded by one Herb "Mickey" Rupp in 1959. Rupp Industries operated from 1959 until bankruptcy in the late 1970s. Rupp vehicles are known for their performance and bright red coloring, particularly the snowmobiles and off-road vehicles. They have since become extremely collectible. One claim to fame of Mickey's was to sell a Rupp Centaur Trike to Elvis Presley in 1975; the Trike is still on display in Graceland. The RMT 80 was Rupp's first "larger" mini-cycle – street not dirt – that he produced from 1972 to 1975. It used an air-cooled 80cc two-stroke single manufactured by Fuji together with a four-speed transmission, and 17inch front and 16inch rear wheels. Other models, mostly with dirt specifications, used Tecumseh and Sachs engines. The Fuji engines came from Fuji Heavy Industries, headquartered in Shibuya, Tokyo, a huge Japanese multinational entity that recently (in 2016) was re-branded Subaru Corporation. It is unclear if complete motorcycle engines are still manufactured by Fuji today, but certainly Polaris was still buying pistons from them in 2016. This Rupp RMT 80 is all but brand new – 8 miles on the odometer – and it looks like it. It is a time warp. A bike that should bring back memories of desire for those who were pre-teens and early teens in the early 1970s – making them "middle fifties" today. The bike is close to showroom carefully detailing should bring it all the way back to meet that early desire. Where else will you find such a Rupp?

\$1,000 - 1,500

WITHOUT RESERVE



311

1974 LAVERDA SFC STREET LEGAL PRODUCTION ROAD RACER

Frame no. LAV.750C1.17160

Engine no. 75017160

- *Matching numbers*
- *North American specification*



“Right from its first competition appearances (1971), the SFC proved its worth, winning the Vallenga 500 km, the Oss 24 hours in Holland, Zeltweg in Austria and the Barcelona 24 hours. It was a sturdy easy-to-maintain racing bike suited in every way to private riders.” Laverda: The story of a passion, Bruno Tamiello/Paolo Palma (PPS Editore, 1997.)

A simultaneous co-development of the 750 “Honda lookalike” single overhead cam, 360-degree, over square (80mm bore x 74mm stroke) parallel twin, street bike, the SFC – Super Freni (brakes) Competizione – was a handmade, batch production, street legal race bike. Built between 1971 and 1976 in Breganze, in the Italian Dolomite foothills, Moto Laverda produced only 550 odd examples of this stunningly beautiful machine designed to compete in Formula 750 and endurance races, and it was astonishingly successful. All examples came in bright orange, a color close to that used earlier on the company’s agricultural machinery and on early ‘70s Volkswagen Beetles!

The matching numbers SFC is a North American specification bike – meaning Nippon Denso gauges, Jota bars, real switches, indicators and a Sebring mirror - that was formerly on display at the Petersen Museum, Los Angeles and featured on one of their promotional posters. The vendor bought the bike in pieces in a box from the brother of the just-deceased original owner in Reno, Nevada in 2009. It was first sold in San Francisco, the original owner installed an aluminum tank, currently fitted (the original comes with the bike) and aftermarket rear shocks (the original Cerianis also come with the bike)) and an orange windscreen which was installed in the late 1970s for a regular street commute; there’s a college parking permit still affixed to it. The vendor had a complete build-up and restoration undertaken in 2009/2010 by Scott Potter, the sole proprietor of North America’s only exclusive Laverda specialist, formerly in Texas but now located in Arizona. Mileage since restoration is minimal.

This is a magnificent, very near to original example of this very rare breed; a very serious opportunity for collector or “café racer” alike.

\$55,000 - 65,000

312

1997 DUCATI 900 SS SP

Frame no. ZDM1LC4M4VB025316

Engine no. LC4V041015

• \$20,000 spent on performance enhancements



The whole series of 2-valve, belt-drive Ducati v-twin sportbikes, developed from the very first Pantah 500 SL of 1979, ran through “alphabet soup” until at least 2005, and that’s not counting the retro 1000s to celebrate the original desmo 750 bevel twins of the early 1970s. To track the different models in multiple capacities – 350 through 900 – is indeed like picking out pasta letters from kid’s canned soup. 1991 saw the launch of both a new 900 SS, or Supersport, and several short-run “halo” models, which ran through 1998, and the 750 Supersport through 1999. And then there was more as the shape changed but the essentials did not. The bike here is from the 1991 through 1998/99 series.

Continually developed around a trellis-frame, 2-valve sports machine whose characteristics embodied the very essence of “Ducatiness”. Gutsy, booming, torque-loaded, lightweight, long-wheelbase, steady-as-she-goes and full-of-feeling handling and steering, and usually decent Brembo brakes.

The seller of this fabulous example, # H58 – one of perhaps 80 SPs, a US model only, is the bike’s second owner. It was he who invested in all the performance upgrades it received.

He purchased the bike from Trackstar of Minneapolis in June of 1999. For the next three years the bike was developed to the tune of \$20,000 plus spent - a complete history file of how the money was spent comes with the bike – and it finished at 944cc with 93.8bhp and 66.1lb-ft of torque as shown on a dyno run sheet in the accompanying history file.

The hot 944cc motor complete with Silent Hektik digital “power” ignition, upgraded Dell’Orto carburetors, Barnett clutch, and a Termignoni full high-pipe system came with lightweight, fast handling chassis components such as a 907 aluminum swing arm, Brembo’s GP P4 calipers, floating discs and radial master cylinders, and gold Marchesini wheels. Ohlins rear shock and inserts in the Showa fork, plus billet aluminum rear-set foot pegs and some carbonfiber bodywork including a single seat unit.

The work was done by the upper Mid-West’s best known Ducati specialist tech, Doug Lofgren both in his own shop and then later when working at Manley Cycle on Lake Street in uptown Minneapolis. The bike has been stored for the past 10 years, covered and climate controlled. Most original parts come with it, as do tools and owner’s manual.

\$6,000 - 9,000
WITHOUT RESERVE

313

1940 INDIAN MILITARY CHIEF MODEL 340B

Frame no. 340929

Engine no. CDO929

- *Matching numbers example*
- *Striking US Army livery*
- *Recent ground-up restoration*



While the 500cc Model 741B Military Scout is best known as the Indian that went to battle, the bigger 1200cc Chief also donned olive drab and served in the Second World War, officially cataloged as the Model 340B. Approximately 5,000 of the 340Bs were produced through 1945 – as compared to 35,000 741s, 90,000 Harley-Davidson WLAs and 125,000 BSA M20s – making the Military Chief among the rarest of all WWII motorcycles. Main reason for those low production numbers is simply that the larger, heavier Chief was less wieldy off-road than the more nimble 500s and 750s. Many of the 3,000 ordered by the U.S. military were therefore destined for sidecar duty. Early in the war, France's armed forces were shipped 2,000 340Bs, some of which were lost to U-boat sinkings in transit, while others were appropriated by the Wehrmacht after Nazi occupation, repainted and issued to German troops!

This matching-numbers Military Chief, finished in typical U.S. Army livery, was restored five or six years ago by respected marque specialist Robin Markey, working out of the renowned Bob's Indian Sales & Service shop in Etters, Pennsylvania. A ground-up, nut-and-bolt restoration, it is equipped with many correct, hard-to-source period military accessories, including fender-mounted leather gun scabbard and metal ammo box, rear luggage rack, saddlebags, blackout lights and heavy-duty air cleaner.

The 340B Chief is part of the Carter Collection, an eclectic Southern California selection of motorcycles with main interests in military machines, vintage dirt bikes and milestone minibikes. Some 30 of the collection's bikes are on offer here at Bonhams' Las Vegas auction.

\$30,000 - 35,000

1999 HARLEY-DAVIDSON MT500 MILITARY• *Believed to be 1 of fewer than 500*

Engine no. 355461



Many factors determine a motorcycle's place on the ladder of collectability. Rarity certainly counts, as does having an interesting backstory. If the machine in question is unstarted and unriden, with 0 miles just as it came from the factory shipping crate, it naturally moves a few rungs farther up the scale. This Harley-Davidson MT500 checks all those boxes.

As we know from history, Harley is not adverse to gathering smaller brands under the H-D corporate umbrella. Witness Aermacchi in the 1960s and '70s, or more recently MV Agusta, and on the home front there was Buell. The MT's path to Milwaukee was more than a little convoluted, starting in the early 1980s when Italian outfit SWM produced an army bike using the Austrian-built Rotax single for power. Simple and sturdy, the air-cooled Rotax, made in displacements ranging from 350 to 600cc, was well known to dirt bike riders, used in KTMs, ATKs, CcMs and Can-Ams, among others.

When SWM faltered financially, UK firm Armstrong-CcM stepped in, already familiar with the engine and desirous of the British Army contact for military bikes. Harley enters the picture in the late '80s, not only to explore the military market but also wanting 'home ownership' of the Rotax engine, at that time used in the factory race team's short-trackers and TT bikes.

While Harley isn't very forthcoming with details about the military bike project, it's believed that fewer than 500 MTs left the company's York, Pennsylvania factory from 1993-2000, making it one of the rarest Harley-Davidson models ever. The U.S. military's requirement that diesel be the common battlefield fuel brought production to an end. This 1999 model, equipped with plastic gun case and front-mounted ammo panniers, was uncrated by a previous owner and has remained unriden in the Carter Collection's care, showing 0 miles on its odometer.

\$20,000 - 24,000



315

Restored in WWII Russian Army trim

1972 DNEPR 650CC WITH SIDECAR

Engine no. 014592

Built as a tribute to the 1.5 million Dneprs produced for armed forces use, this combination would have looked right at home in 1941 when the Germans attacked Russia to dramatically escalate World War II. In fact, it is much newer, a 1970s model restored to look like it had taken part in the USSR's 'Great Patriotic War' against the invading Nazis. Dneprs were built in Ukraine, named after the Dnieper River that flows past the capital city of Kiev. An opposed-twin from the beginning, the irony is that Dnepr arrived at that design by 'reverse-engineering' a 1939 German BMW R71 sidecar rig. The company survived WWII and entered the civilian market, though (now) Communist military orders took precedent. Improvements followed, the biggest being a change from sidevalves to overhead valves in 1967, though displacement stayed at 650cc. In the post-Glasnost era, the company fell on increasingly harder times and Dnepr went out of business in the 1990s. Comprehensively restored by a company that specializes in these military transformations, this Dnepr was equipped with ammo boxes, spare tire, antenna, shovel, blackout lights, camouflaged sidecar tonneau and machine-gun mount. It has been ridden sparingly during its time in the Carter Collection and will need the usual inspections and adjustments before taking to road again.

\$8,000 - 10,000



316

1943 BSA M20 MILITARY MOTORCYCLE

Engine no. 118198

It's entirely appropriate that Birmingham Small Arms, a firm that was founded in 1861 to provide rifles to the military, should answer the call when England entered World War II in 1939. BSA had been in the motorcycle market since 1910 and by the Thirties was well on its way to becoming the world's largest motorcycle company. With the advent of hostilities, production concentrated on the M20 military single, some 125,000 of which saw duty during the war, used in every theater by the Army, the Admiralty and the Air Ministry. Introduced to the civilian market in 1937 the sidevalve 496cc M20, with rigid frame, girder forks and four-speed, hand-change gearbox, was intended mainly for the sidecar man. Ruggedly built and endowed with copious low-end pulling power, it was successful in its intended role as a tug, though that invariably meant it was far from the most exciting model in BSA's catalog. That workaday quality, plus the addition of a foot-change gearbox, served the M20 well when it joined the military, doing sterling service as a dispatch rider's mount and convoy escort. Though M20 production ceased in 1955, the bike saw service in limited numbers throughout the 1960s when it was finally taken off the books. Part of the Carter Collection's military fleet, this M20 has several desirable extras, including a canvas gas tank cover, pannier rack and bags, a fire extinguisher, period-correct toolkit, and the extra-long field stand for use in sand and mud. In the interest of rideability, a more-modern Amal carburetor is fitted, but the original carb is included in the sale.

**\$6,000 - 8,000
WITHOUT RESERVE**



317

1985 LAVERDA 1000 SFC PROTOTYPE

• *Delivered new to Alexander Claren*

Frame no. LAV1000RGS/1

Engine no. LAV.1000.RGS



"Although representing an earlier age, the SFC 1000 ensured the Laverda legend didn't die with a whimper. With classically beautiful styling, the SFC 1000 also benefitted from nearly 15 years of development. What was already a robust design was perfected into an extremely reliable machine, with excellent handling and performance. So, with the wonderful SFC 1000 the classic Laverda triple finally finished." So wrote Ian Falloon in *The Laverda Twins & Triples Bible* (Veloce 2007).

The very first 120-degree RGS 1000-based SFC 1000 pre-production prototype was launched at the Cologne show in late September 1984 in the hands of Uwe Witt, the then German Laverda importer. Laverda historian Tim Parker wrote at the time having helped his friend Witt position the bike on his show booth, "The first triple worthy of the SFC nameplate. And very worthy at that."

The bike on offer is not that pre-production prototype but it was inspired by it. Alexander Claren, a Cologne architect who had designed Witt's dealership, saw the bike at the show and had to have one the same. He persuaded Witt to order one – requesting number 0001 - from the factory for immediate delivery and thus it was built ahead of the production line. The first production bike was number 1001, following Laverda's usual numbering protocol. It could be described as a "production prototype".

Lothar Esser bought the bike from Claren – he had never registered it – and held onto it until 2012 when it was bought by a Fort Collins, Colorado enthusiast, via Laverda technician Scott Potter (now) in New Mexico, when it was in need of some care and attention. There is a series of letters with Piero Laverda in the file that accompanies the bike confirming the numbering.

SFC 1000 production ran alongside the RGS, RGS Corsa and various RGAs from 1985 through 1989 but few were made. Two were assembled as late as 1991 in Zane, not in Breganze. SFC 1000 specifications changed only in detail as tiny batches of bikes were constructed. The most important visual differences were the color – red or black – and the wheels – three-spoke Oscam cast wheels or Akront wire spoke rims on Witt-supplied hubs. The motor for all was to Corsa specification – that is 95bhp at 8000rpm - 5-speed, Marzocchi forks and rear shocks, Brembo Gold Line brakes, and either Smiths or Veglia instruments. All top quality components.

Today this unique SFC 1000 – one of a tiny subsequent number made – is in great original shape. It remains a perfect starter and runner having received in the past four years all that it needs to operate and maintain its elevated status. Arguably the second most important SFC 1000 to be built. And the only one available.

\$17,000 - 20,000



318

1971 MAICO 125

In the late '60s and early '70s, before Japan Inc. got involved in a big way, Maico was a force to be reckoned with in the illustrious sport of motocross. In those years, Maico – a German company founded by Ulrich Maistch in 1926 – produced purpose-built motocross machines that were seriously desirable. Maicos won thousands of local races, and recorded many a win in 250cc and 500cc world championship competition, with riders such as Ake Jonsson, Willie Bauer and Adolph Weil. The company's leading-axle fork design and, in '73, repositioned rear shocks forced a suspension revolution in motocross, which changed the sport almost overnight. Maico's MC125 didn't have that sort of Grand Prix pedigree, but it was a player in the sport nonetheless, both here and in Europe. Powered by a rotary valve two-stroke single, the MC125 looked just like its larger-displacement bretheren, especially with that unique fork assembly, coffin-shaped (and fiberglass) fuel tank, triangular side panels, and distinctive square-barrel engine. Other special features include a large airbox, needle-bearing connecting rod, Mahle racing piston with Dykes rings, and a six-speed transmission. Maico also produced a 125cc enduro model called the GS125, which added the standard lights and woods/enduro equipment to the basic package. This particular example shows the type of patina and wear-and-tear you'd expect from a 45-year old motocross machine, but it's complete and entirely original, right down to the tires, which still have the ice-racing screw holes in the knobblies. All of which makes it a seriously desirable machine, as a restoration project for your garage or living room, or a clean-it-up-and-ride-it vintage racer. Either way, Maico fans from back in the day will revel in this bike's time-machine abilities. Because suddenly, it's 1971 all over again...

**\$5,000 - 6,000
WITHOUT RESERVE**



319

2000 HUSABERG 400

Engine no. 1144006

Husaberg is one of those niche motorsports companies that doesn't resonate all that much unless you're an off-road racer or hard-core enthusiast. If that's you, you probably know the company was founded by a group of Swedish Husqvarna engineers in 1988 after Italy's Cagiva Group purchased Husky and moved the Husky works to Varese. The Husaberg guys had great engineering (especially on the four-stroke side of things) but very little money, and struggled until KTM purchased the company in 2005, ostensibly to help it develop even better motocross and enduro machines. Which it did, as KTM's four-stroke motorcycles improved from then on. This particular FE400 is a 2000-spec model, which means it was freshly updated from previous designs. Advanced features include a simple-yet-potent SOHC liquid-cooled four-stroke engine (that uses crank pressure, and not an oil pump, to move oil around), hydraulic clutch, load-sensitive ignition, no shock linkage, enduro lighting, inverted fork, a high-capacity fuel tank, dual-header exhaust, disc brakes front and rear, and a dry weight of just 243 pounds. Dirt Bike magazine wrote a lot of very nice things about this bike in its 2000 enduro shootout, including "super lightweight," "great torque," "revs so high only dogs can hear it," and "competitive racer at any level." The finished with this: "Between its super light weight and surprising power, the bike is hard to beat." This FE400 has been recently serviced (fluids, valve adjustment, etc.), and fitted with new tires, chain and sprockets, etc. It's got a bit of typical off-road wear, but not much, and it's ready to ride or race just as it sits. So if having something unique, entirely capable and well-prepped lights your off-road enthusiast fire, this would be a good one to take a look at.

**\$3,000 - 4,000
WITHOUT RESERVE**



320

1974 HUSQVARNA MAG 360 GP

From a distance, this mid-'70s Husky would look like any other Swedish off-road machine, its desert tank making it look run-of-the-mill and not special at all. But if you looked more closely, and knew what you were looking at, you'd realize this is a special Husky indeed. Call it a hybrid, or call it a prototype...either term works, for this one's a factory test mule (with a desert tank to disguise it), assembled during 1974 to test the overall goodness of Husky's then-secret 360cc GP engine joined at the hip with the superb chassis of the CR250 Mag, which was basically a replica of a GP machine. "The Mag 250," wrote Tom White in the pages of Motocross Action magazine, "demonstrated Husqvarna's ability to market a true works-caliber motorcycle. The Mag 250 had all-magnesium engine cases; 36mm Bing; eight-petal reed valve; moved up Girling shocks (one inch); a Motoplat ignition; longer swingarm (one inch); four-speed gearbox from the 400CR; 125-size clutch; white plastic fenders; shouldered Akront alloy rims (with Trelleborg tires), and Magura controls. It weighed 214 pounds. [It was] an immediate success in the hands of AMA National privateers like Kent Howerton, Brad Lackey, Billy Clements, Gary Semics and Bob Grossi. The Mag 250 [remains] one of the most sought-after motorcycles for vintage competition." The combination of engine and frame worked well enough on this prototype that Husky ended up building the legendary 360CR – also known as the "World Champion Heikki Mikkola Replica" for the 1975 season. The production CR was ferociously fast and often got the better of riders that weren't pros or high experienced racer types. But as a production replica of what Mr. Mikkola was riding and winning on in the GP circus, it certainly had the go-fast goods.

**\$4,500 - 5,500
WITHOUT RESERVE**



321

1978 CAN AM MX6

Think of Can Am motocross machines and your dirt-addled brain probably comes face-to-face with the white (and yellow and red) rotary-valve bikes of the mid 1970s – and very likely the name of Jimmy Ellis (and Marty Tripes, and maybe even Gary Jones, who rode Can Ams before leaving to ride the Mexican-built AMMEX and Jones-Islo brands). Ellis rode the frighteningly fast but sometimes ill-handling Can Ams to many memorable wins, including going 4-for-4 in the 4-round 1975 250cc Supercross championship. Ellis raced the Canadian-built Can Am motorcycles until '78, when he signed with Honda, which is about when Can Ams began to lose their power advantages over their rivals, and chassis development wasn't quite keeping pace with the Japanese makers. They hadn't really changed much by that point. Longer travel suspension and a new frame helped, but the rotary valve engines were mostly same-same. This particular MX-6 250, a ground-up restoration and, according to those in the know, easily one of the nicest examples in the country, is a perfect representation of those late '70s/early '80s Can Ams. The orange paint, works-spec alloy swingarm, drum brakes, long travel fork assembly (with fork boots) and forward-mounted and laid-down shocks absolutely tell the tale of that crazy period, where things seemed to change each and every year. Every nut, bolt and part on this machine has been tended to, and Can Am fans – and fans of motocross history in general – will love checking it out closely. So while these wild orange Can Ams probably aren't the bikes your mind conjures when you think of Can Am motocross greatness, they remain solid parts of Can Am – and motocross – history. And that's worth quite a bit given the sport's legendary status in the world today.

**\$5,500 - 6,500
WITHOUT RESERVE**





322

1974 HONDA CR125 ELSINORE

Honda's original Elsinore motocrossers of the early 1970s are legendary for their performance and how they changed the sport. But what's not universally known is that Mr. Honda himself vehemently disliked 2-strokes – which meant the young pro-2-stroke engineers at Honda had to literally hide their early development from the Big Guy and Honda R&D management in order to make strides before their side project was shut down, which was a real possibility. Luckily, their 2-stroke efforts survived, and the '73 CR250 and '74 CR125 Elsinores were produced. The two bikes changed motocross in a dramatic way by offering fast, light, inexpensive and reliable motocross machines to the masses. And we all know what happened to the sport from there. This 1974 Honda CR125 Elsinore is particularly special, as it has a number of modifications from noted Bay Area racer and master fabricator Jon P. Morgen. The first is the specially modified Elsinore frame, which had its steering head cut and re-welded for more aggressive geometry and quicker turning ability. There's also a hand-made and extremely light (and strong) Morgen swingarm, lightweight hollow axles front and rear, a beautiful hand-made (by Morgen) exhaust system with a Holeshott silencer assembly, a tall and firm Bultaco-spec seat, repositioned (rearward) footpegs, a taper-bored 36mm carburetor, stage 3 ported cylinder, Webco head for better cooling, reworked fork and high-end rear shocks, Akront Bultaco rims re-laced with strong spokes, Italian-made Bultaco-spec fenders, and a whole range of custom polishing and workmanship from Morgen himself. Capping it all off is Gary Jones's signature on the fuel tank, apropos since Jones and his father Don actually helped Honda engineer those Elsinores back in '72 and '73.

**\$5,000 - 6,000
WITHOUT RESERVE**



323

1971 RICKMAN 250CC MONTESA

The Rickman name is legendary in motorcycling, especially for the custom frames and complete motorcycles the company produced and sold – many of which came to America during the 1960s and 1970s, when the sport of motocross took off so dramatically. The company was founded and run by Don and Derek Rickman, English racers, craftsmen and businessmen. Rickman motorcycles quickly became highly prized, at 30-40 pounds lighter than the standard versions. The bikes were also beautiful to look at, with striking, nickel-plated, high-quality, large-diameter Reynolds tubing. Custom frames came first, and then complete motorcycles, first with British singles and twins, and then Zundapp and Montesa engines. "Most manufacturers [at first] wouldn't sell the Rickmans complete engines," writes Tom White. "Fortunately, they found Montesa a willing supplier of lightweight and powerful 2-stroke engines. Montesa's sales were stagnant, especially in America, as the Japanese had jumped into the motocross market with vigor, so the alliance made sense." This machine uses the earlier 53M engine, which shifts on the right side. The engine is freshly rebuilt, with no hours on it, and the rest of the bike has had a mild restoration, with a re-plated frame, re-laced and re-plated wheels, correct Dunlops, repainted glasswork, Girling shocks, correct Metal Profile fork and a Mikuni carburetor in place of the original Bing. Lastly, this model is the first Rickman frame to use a single-downtube design, reportedly due to the side-port exhaust of the Montesa engine.

**\$7,000 - 8,000
WITHOUT RESERVE**



324

1969 HODAKA STEENS SPECIAL

Looking back, it's almost hard to believe. But one of the very best and most successful desert racebikes of the 1960s and early 1970s was the Hodaka Ace 90 and Ace 100 MX, also known as the Super Rat. You'd think they'd be too small and too slow to tame the massive Mojave desert, but as the Hodaka-powered machines played much larger than they actually were. Naturally, the aftermarket got heavily involved in the Hodaka movement, with companies such as Webco, Van Tech, Steens and others selling all manner of go-fast stuff: Cleated footpegs, cylinder heads, expansion chambers, high-flow airboxes etc. were all scooped up by excitable enthusiasts looking for an aesthetic or performance edge. Enter John Steens, a So Cal racer and bike-industry aftermarket businessman who helped launch the minibike craze in the very early 1960s with his Taco, Burrito, Tacquito and Frijole minibikes. Several years later, Steens gets into the custom bike business with a highly modified Hodaka 100, which he calls the Steens Hodaka SS – or Steens Special. The Special used a Hodaka engine and frame, but Steens added a host of better stuff: A Ceriani fork and Flanders TT-bend handlebar; a Torque Engineering exhaust and Webco head; a 3mm larger carburetor and quick-turn throttle; 17-/19-inch wheels in place of the stock bike's 15-/17-inch combo; Carlisle tires and a Filtron foam air filter. The result, which is the machine you see here, is quite special, and dynamically better than a stocker, though it cost about twice what a stock Ace 100 or Super Rat cost; about \$750. Still, if you wanted a Hodaka racer, you really couldn't do any better than this. This example is especially nice, with all the correct parts and a freshly rebuilt engine. Talk about a 1960s time machine...

**\$5,000 - 6,000
WITHOUT RESERVE**



325

1965 TRIUMPH T120 650CC BONNEVILLE

Finding a true 'time-capsule' motorcycle is always cause for celebration, and so it was when the current owner discovered this 1965 Triumph Bonneville 650, looking just as it did when it was parked in 1971. The 13,000-mile machine had been taken off the road due to a holed piston, put in warm, dry storage and never fixed. That situation was quickly remedied with a cylinder hone, new pistons and a valve job. Upon reassembly, hoping to avoid any more top-end calamities, the new owner fitted an NOS airbox correct for 1965 to better filter the incoming air than the open velocity stacks originally run. He also had the aftermarket electronic ignition replaced with an NOS set of points. At this same time, the instruments and headlight, unfortunately damaged in transit, were replaced/rebuilt, the owner stipulating to his speedo man that the original mileage be replicated on the odometer. Sharp-eyed observers might note something amiss about this bike's color scheme. That's because the original purchaser preferred the gold/white paint on the 1965 Trophy TR6 over that year Bonneville's blue/silver. Eager to close the sale, the Vermont dealer happily agreed to switch out the bodywork, which was identical in shape on both models. The bike is also equipped with the all-black dual seat common to the TR6 and TT Special models, where stock T120's had a gray top panel. It retains the taller handlebars specified by TriCor, Triumph's East Coast distributor. Back among the running once more, here then is an authentic survivor bike, with virtually all of its from-the-factory parts in place, nothing replated or repolished, wearing original (if not quite 'correct') paint, truly a rare and desirous find.

**\$5,000 - 7,000
WITHOUT RESERVE**





326

Featured in the movie, *Joe Dirt 2: Beautiful Loser*

1974 HONDA CB750 CHOPPER

Engine no. CB750E-2333302

Virtually any bike was chopper fodder back in the 1970s, but Harleys, Triumphs and Hondas CB750s were the most popular. In many ways, the inline-Four Honda motor was easiest to design around – with its unit-construction design there was no primary case or separate gearbox to account for. It was easy to hop-up too, as a ready aftermarket had everything from big-bore kits to cosmetic dress-up items. This blacked-out Honda chopper is fairly typical of the breed, running an extended fork, shock-lowering kit, chromed swingarm, king-and-queen seat, sissybar and twisted Z-bars. Its minor claim to fame is that it had a bit part in the decidedly unclassic movie, *Joe Dirt 2: Beautiful Loser*, visible in scenes where a be-mulleted David Spade runs afoul of the Gypsy Jokers biker gang.

\$2,000 - 3,000

WITHOUT RESERVE



327

1979 NORTON COMMANDO CHOPPER

Engine no. 20M3/131237

More than any other Britbike, Norton Commandos are fiddled and tinkered with, hopped-up and modified, brought up to date and freely customized. Not many were chopped, however, which makes this Norton a rarity. It has jumped with both boots into the 'Long Bike' realm usually reserved for Harley, Triumph and Honda 750 Four customs. Basis for the project was a Denver's frame kit. Once a struggling bike builder, Denver Mullins was one of the first to see the commercial possibilities in the 1960s-70s chopper craze. His shop, Denver's Choppers in San Bernardino, California, not only created full-on choppers that graced many a magazine cover but also sold frame kits, front ends and all kinds of accessories. Mullins built a thriving mail-order catalog business before his untimely 1992 death in a Top Fuel drag boat crash. Matt Rambow was the eager customer who ordered the Denver's frame and originally built this bike as his personal ride. Today, he's known as proprietor of the very successful Colorado Norton Works, builder of custom Nortons, most of which run toward the café side of the styling spectrum. In the early '80s, though, choppers were still in so that's what he built, slotting an early 1969 750cc Commando motor into the stretched frame. Interestingly, he retained the stock Isolastic system, which floated the engine/gearbox in rubber mounts to stop vibration from reaching the rider. Another anomaly are the Morris cast wheels, usually seen on more sporting customs. By definition all choppers are unique, but this stretched Norton, associated with two of the motorcycle industry's mover and shakers, is doubly so.

\$6,000 - 8,000

328

A Baxter Cycles Restoration

1966 TRIUMPH T100SC

Frame no. T100SCH42733

Engine no. T100SCH42733



While Triumph's hulking 650cc 'sleds' ruled the deserts of the Southwest, it was the company's lighter, nimbler 500cc twins that held sway in the tight woods of the Midwest and muddy conditions found on the East Coast. In fact, the talented Bill Baird won seven consecutive AMA National Enduro Championships from 1962-68 riding a largely stock Triumph T100.

He retired from regular competition in 1968 after notching an overall win in the prestigious Jack Pine Enduro, run through rural Michigan's maze of densely packed trees, where 500cc Triumphs won outright seven times before lightweight, purpose-built two-strokes became the enduro bike of choice.

Triumph's T100SC reflected that off-road influence and, in fact, was referred to as the 'Jack Pine Triumph' in brochures. It came equipped with high pipes and Energy Transfer ignition, which needed no battery. While intended primarily for the American market, the Brits also put the SC to good use, with six modified examples all nabbing gold medals at the 1966 International Six Days Trial for the UK team.

The T100SC on offer here was restored by Baxter Cycle in 2010 and still presents very well, showing the correct 2-into-1 siamesed exhaust system. New for '66 was the Sherbourne Green paint with Alaskan White racing stripes, and this bike is equipped with factory-optional stainless-steel fenders front and rear.

\$9,000 - 12,000



329

Retro custom cruiser by 'Mr. Indian' Bob Stark

2005 KAWASAKI DRIFTER 800CC 'INDIAN CHIEF REPLICA'

Frame no. JKBNCE115A010148

How ironic is it that of all the recent Indian revivals, a version from Japan was one of the best? The Drifter series, sold by Kawasaki from 1999-2006 in 800 and 1500cc displacements, used modern liquid-cooled, fuel-injected cruiser V-twins cloaked in skirted fenders and other retro accoutrement to come up with very convincing 1940s Indian Chief lookalikes. Thanks to its smaller proportions and hidden rear suspension, the 800 Drifter was the more convincing counterfeit, and this example from the Carter Collection takes the ruse even farther thanks to one of the great names in the vintage Indian world. Known as 'Mr. Indian,' Bob Stark was the son of an old-time Indian dealer, and from high school until his death in 2015 rode an Indian almost daily. His shop, Starklite Cycles in Perris, California, turned out world-class restorations, carried an extensive line of mail-order parts and housed Stark's collection of 50-plus Indians. Stark's modifications to the Drifter were simple but effective – a scalloped paint accent and Indian badges on the gas tank, dual 'Chum-Me' seat with chromed grab rail, leather saddlebags, retro running lights, headlight shroud and, of course, a lighted chief's head on the front fender. Finishing touch is the Indian dealer logo and Bob Stark's name on the right side panel.

\$5,000 - 6,000



330

1974 HARLEY-DAVIDSON X-90 'SHORTSTER'

Engine no. 4984562

One of the more whimsical collaborations between Harley-Davidson and its Italian partner Aermacchi was the X-90, a full-featured minibike that was street-legal in many states. Introduced at a time when minis were all the rage in the U.S., the bike was an improved, enlarged version of 1972's MC65 Shortster, powered by a 90cc oil-injected two-stroke working through a four-speed gearbox. Officially designated the X-90, the previous model's 'Shortster' moniker was universally retained, the obvious wordplay involving H-D's manly Sportster line being too appealing to ignore. Pride of the Carter Collection's group of landmark minibikes, this 1974 X-90 with Sparkling Red gas tank has been fully restored and has to be one of type's finest examples, showing just 771 miles on its odometer.

**\$3,000 - 4,000
WITHOUT RESERVE**

Offered on a bill of sale.



331

1977 KTM 400CC MC5 'MOISEEV REPLICA'

Today, we know KTM as a motocross success story, the relatively tiny Austrian factory virtually locking down the prestigious MXGP world title from 2010-14 with Italian Tony Cairoli at the controls. In the U.S., KTM rider Ryan Dungey has notched four national titles since joining the team and is the defending 2016 AMA Supercross champ. But this isn't the first time KTM has been in the MX spotlight. Four decades ago, hard-charging Russian star Guennady Moiseev gunned his KTM to a trio of 250cc World Championships, securing the crown in 1974, 1977 and 1978. Taking advantage of the notoriety, KTM retooled its motocross bikes, creating productionized versions of Moiseev's title-winner, called MC5s, available in 250 and 400cc displacements. Specifications were impressive – chrome-moly frames, heavily braced swingarms, lay-down Marzocchi shocks with finned piggyback reservoirs, magnesium engine cases, even mag fork sliders! Said an impressed *Cycle World* of the result, "Tall, serious, mean and purposeful. The KTM tells you it is no namby-pamby playbike to be used for an occasional excursion across a neighbor's field. No indeed." The Carter Collection MC5 is a 400cc version with minimal running time since its full restoration. A competition-only machine, it is sold on a bill of sale.

\$3,000 - 4,000
WITHOUT RESERVE



332

1981 SUZUKI RM250

Engine no. RM250103293

In the mid-1960s with Japanese domination of Grand Prix road racing in full swing, Suzuki turned its attention to motocross, then ruled by established European brands. First efforts were less than formidable, lacking in engine tractability and handling, but Suzuki hired talented Swedish motocrosser Olle Petterson as development rider and within a couple of years the improved bikes were good enough to attract riding greats like Joel Roberts and Roger DeCoster. World titles quickly fell to both men, the first of 29 GP motocross championships for Suzuki to date. On the showroom side of the business, the successful TM production racers gave way to the even more potent RMs, and Suzuki was well-placed to serve the U.S. dirt bike boom of the 1970s and '80s. The 1981-model RM250 as seen here was a watershed machine in that it marked Suzuki's first foray into single-shock rear suspension. The company's linkage-equipped 'Full Floater' setup gave 12.7in. of wheel travel and at the time was considered the best rear suspension of the Japanese MXers. Air-assisted front forks weren't far behind at 11.2in. of travel. This RM250, restored to better-than-new condition, was formerly part of the Estenson Collection of race bikes before taking up residence in the Carter Collection.

\$3,000 - 4,000
WITHOUT RESERVE

Offered on a bill of sale.





333

1976 HUSQVARNA 175CC GP CROSS COUNTRY

Engine no. 20411185

Perhaps more than any other brand, Husqvarna two-strokes spelled doom for the hulking four-stroke Thumpers that once held sway in scrambles and desert racing. In the 1960s and '70s the Swedish company would win 14 world motocross championships, countless medals in ISDT and enduro competition, and 11 Baja 1000 victories, three of the latter coming on Huskys ridden by the ever-smiling Malcolm Smith. The Husqvarna 175 Cross Country on offer here is from the estate of collector/vintage racer Mike Owens, ridden by him in competition. It is in slightly modified, as-raced condition with Husky 250 forks and expansion chamber, Mikuni carb and Bilstein shocks. Sold on a bill of sale.

**\$3,000 - 4,000
WITHOUT RESERVE**



334

1970 YAMAHA DT1 ENDURO 250

Engine no. DT162431

The Yamaha DT1 may not have been world's first dual-purpose bike – Triumph's Trophy TR5 or Honda's CL77 Scrambler or BSA's 441 Victor can duke it out for that honor. But the 1968 DT1 was the world's first practical, affordable, viable, two-stroke dual-purpose bike, helped by the fact that its Autolube system meant you never again had to mix oil with the gas. The DT1 spawned imitators by the dozens; within a few years, 60% of new-bike sales in the U.S. were dual-purpose models. It also helped birth the off-road aftermarket industry that is still with us today, as vendors created suspension kits, expansion chambers, hop-up parts, etc. for the new, wildly popular Yamaha. So, the world's first dual-purpose bike? No. One of the most important dual-purpose bikes? No doubt. From the third year of production, this 1970 DT1-C, showing less than 5,000 miles, remains in largely OEM specification, its only deviations from stock being a repainted fuel tank and polished engine cases.

**\$3,000 - 4,000
WITHOUT RESERVE**



335

1966 HARLEY-DAVIDSON M50 SPORT

Engine no. 66S30053

While the bikes that made Milwaukee famous were big hulking V-twins, Harley-Davidson has never been afraid to branch out and offer products in smaller capacities. In fact, the M50 Sport, the smallest street bike to ever carry the H-D nameplate, weighed in at just 49cc. With its tiny two-stroke engine and a three-speed transmission shifted via the left handlebar grip, the M50 was little more than a glorified moped, but it was built by Harley's Aermacchi partner so it had a certain Italian sportiness that elevated it above mere runabout status. "Not a toy but a lot more fun," promised the showroom brochure. A one-year-only model, in '67 the M50 was superseded by M65, similarly styled but packing 15cc more. Showing just 1,728 miles on its odometer, the Carter Collection's M50 Sport is in original specification and appears to have been resprayed in the correct shade of red.

**\$1,500 - 2,000
WITHOUT RESERVE**



336

1949 HARLEY-DAVIDSON HUMMER 125 CUSTOM

Engine no. 4984562

It's been called the 'Paperboy's Delight,' and in the late Forties/early Fifties what red-blooded American kid wouldn't want to toss the morning paper from the saddle of a flashy new Harley Hummer 125? Quite literally a 'spoil of war,' its 125cc two-stroke engine was originally a German DKW design appropriated by both BSA and Harley-Davidson following WWII. This second-year 1949 model has strayed a good distance from its intended utilitarian role, however. Up front a telescopic fork replaces the original girder arrangement, topped with a Bates-style headlight. The bike rolls on wider tires and chromed rims. A bobber-style seat and tail light add to the custom look, as does the two-tone orange-and-black paint job. It appears this Hummer was laid up for some rewiring, which will need to be completed before it is ride-ready. Sold with the bike are the original girder fork assembly with its hard-to-find sheetmetal headlight shroud, a matching-paint front fender, the original handlebar and a box of miscellaneous parts.

**\$1,000 - 1,500
WITHOUT RESERVE**



337

1988 DUCATI 851 TRICOLORE

Frame no. ZDM3HB6T6JB850034

Engine no. HB6J850032

- One of 207 homologation "kit bikes"



It was the Ducati 851 which first served notice that high-performance sportbikes and World Superbike racing would no longer be Japanese-only affairs. Where before Ducatis made do with simple air-cooled motors, the 851 had liquid-cooling, four-valve desmodromic cylinder heads and electronic fuel-injection. In 1990 Raymond Roche rode a factory 851 to the World Superbike championship, the first of 13 titles to date for Ducati.

World Superbike racers were required to be based on production streetbikes. One way to get the highest-specification base model possible was to build homologation specials – expensive, limited-edition versions that needed relatively minor modification to be track-ready. Ducati took this so-called "kit bike" approach with the 851 Superbike. Just 207 of these nominally street-legal machines were hand-built, enough to satisfy World Superbike rules, with an estimated 20 examples coming to the U.S.

Differences from showroom stock include a braced swingarm, close-ratio gearbox, ventilated dry clutch and lightweight magnesium Marvic wheels. No speedometer, just a tachometer and temperature gauge. The motor was upgraded with race-grind camshafts, a hot-rod electronic control unit, ram-air duct and free-breathing reverse-cone mufflers. It was good for about 120 horsepower.

This *Tri-Colore* 851 kit bike has been made fully street-legal, and is titled and registered. Globe-type turn signals mounted in the handlebar ends satisfy the DMV, as does a digital speedometer/odometer triggered by a magnet mounted on the front wheel. Having covered 2600 miles from new, this is truly a Superbike for the street.

\$30,000 - 34,000

2001 DUCATI MH900E

• Number 62 of 2000 built

Frame no. ZDM1LA3N31B000299



Concept bikes rarely make it to production. When Ducati's controversial chief designer Pierre Terblanche came up with a showbike homage to Mike 'The Bike' Hailwood's 1978 Isle of Man TT-winning Ducati, he knew it would be a lightning rod in terms of reaction. "The people it's aimed at understand it, and I don't care about the ones who don't," he told the press. The bike was a combination of old and new: Retro-looking half-fairing and 75bhp air-cooled motor with faux finned oil sump to recall the SS models of the 1970s, but equipped with monster brakes, zoomy tailsection, upside-down forks, single-sided swingarm and wide, sticky tires.

Well, enough people understood the MH900e – for Mike Hailwood *evoluzione* – that it was put into limited production. Sales were undertaken in a unique way. To make sure everybody who wanted one had a fair shot at buying it, the Hailwood replica was sold on the Internet, straight from the factory, no waiting lists, no dealer markups.

Offered at the stroke of midnight on January 1, 2000, the first 1000 sold out within hours, prompting Ducati to double the production run. Deposit down, buyers then waited a year, sometimes more, for their bikes to be built and delivered. Of the 2000 constructed, it's believed that approximately 500 were sent to America.

This MH900e, part of the Guy Webster Collection, has covered less than 5,000 miles since new. Tasteful deviations from 100% stock include removal of the rear turnsignal assembly, with the lenses now cleverly relocated to the faux muffler tips, fitment of a dry-clutch kit, and the addition of polished cam-drive covers with cutouts to allow a view of the belts and cogs whirring away inside – much like the accessory inspection windows often seen on old SS bevel-drive towers.

\$20,000 - 24,000



339

2000 HARLEY-DAVIDSON BAGGER CUSTOM

Frame no. 1HD1FCW32YY609690

Engine no. FCWY609690

If the 1990s and early '00s were the era of the neo-choppers with their stretched, spindly front ends and wide, beachball-sized rear tires, today's custom of choice is an altogether different, eminently more road-worthy machine. Named after the hard saddlebags they invariably wear, "baggers" value rideability over style for style's sake – which is not to say they can't be visually stunning in their own right. Take this 2000-model Harley Electra Glide, for instance, with a jaw-dropping "ripped flame" paint job laid down on its fairing, leg shields, gas tank, sidepanels and saddlebags. The bags themselves have been customized, dropped two inches and molded around the twin exhausts. They also incorporate flush-mount taillights, freeing up the custom rear fender which carries nothing except the Frenched-in license plate. The fuel-injected V-Twin has been bumped from 88 cubic inches to 96, assuring equality in the showwith go equation.

**\$8,000 - 10,000
WITHOUT RESERVE**



340

C.1995 ROTAX CHAMPION FLAT TRACKER

Engine no. 165330

Champion Racing Frames, established by the late Doug Schwerma in the 1970s, supplied frames for some of the most memorable racing motorcycles in existence – including the Kenny Roberts TZ750-engined dirt tracker that KR rode to win the 1975 Indy Mile in such dramatic fashion. This Champion-framed, Rotax-engined dirt tracker doesn't have quite that pedigree, but it remains a beautiful piece nonetheless, especially with the frame's stunning nickel plating. It's also ferociously fast, the Rotax engine making nearly 60 horsepower. Our vendors tell us that one of their team riders, who raced against this particular machine before they bought it as a back-up bike, mentioned several times how hard it was to pass on the straights. Raced successfully by its previous owner in both professional and amateur competition it was a stalwart of the West and Northwest regions. It has undergone a good amount of cleaning and detailing, and some mild restoration, though a bit of racing patina still exists. New parts include Maxxis tires, Barracuda exhaust, an AFAM handlebar, freshly powder-coated rims and new Buchanan spokes. Also included is a custom stand, hand built especially for this bike. "Rotax engines are most often used with Knight or Woods frames," our vendor says, "so my understanding is that this Champion-framed machine is a bit unique." Unique, maybe. But superbly outfitted, and beautiful to look at? Absolutely.

**\$5,000 - 8,000
WITHOUT RESERVE**



341

One-of-a-kind 990 Super Duke R special

2008 KTM "SUPERSPINNE" CUSTOM

Chassis no. VBKVD94068M949371

Engine no. 861048411

It might look like something meant to be ridden in the next *Mad Max* sci-fi flick but in truth this KTM "SuperSpinne" (German for Super Spider) is street-licensed and was created in a retrofitted 1926 barn located 20 minutes from downtown Los Angeles. That's home base for Mark Dugally and his MADercycles shop. A talented graphics artist, Dugally now uses steel, aluminum and carbon-fiber as his mediums of choice, creating memorable handcrafted machines that push the boundaries of custom-bike building. "We are the epitome of unique, mixed with badass and a touch of outright ferocity," he says of the operation. Inspired by the factory's Pikes Peak race bikes, Dugally started with a 990 Super Duke R, the high-end version of KTM's naked V-twin roadster, already a potent piece with upgraded suspension and 130 hp on tap. Next came avant-garde bodywork in multi-faceted carbon-fiber, a form-fitting "Cush-Grip" urethane seat and a truncated, heavily reworked Akrapovic titanium exhaust system. Twin projector-beam headlights peek over the front numberplate, a stout aluminum bellypan protects the Spinne's low-mounted oil cooler, and sprinkled about the chassis are parts from aftermarket supplier PSR. Featured worldwide in magazines and on many websites, safe to say there is no other KTM on the planet quite like this one.

**\$10,000 - 15,000
WITHOUT RESERVE**



342

1976 HONDA MT125 ELSINORE

Frame no. MT1253002743

Engine no. MT125E3002751

Wanting to capitalize on the success of its all-conquering CR Elsinore motocrossers, in 1974 Honda introduced the MT250 and MT125 Elsinore two-stroke dual-purpose bikes, billing them as "kissin' cousins" to the MXers. While the bikes shared some of the same good looks as the CRs, engine tune was understandably softer and Honda highlighted the bikes' street-going abilities over dirt prowess in an introductory full-page advertisement headlined "Start an Economy Drive" and showing the MTs in commuter mode. This MT125 is from the final year of production, and while it shows the inevitable minor wear and tear of a 40-year-old bike, is remarkably complete, having covered just 1,377 miles from new.

**\$1,000 - 1,500
WITHOUT RESERVE**





343

HARLEY-DAVIDSON STRAP TANK MOPED 'REPLICA'

With just over 200 examples built between 1903-08, Harley-Davidson's first real production motorcycle is indeed a rare find today. Known as 'Strap Tankers' for the way in which their gas tanks were slung beneath the frame's backbone, these machines seldom come to market and in that rare happenstance only serious collectors need apply – two years ago an unrestored 1907 Strap Tank commanded \$715,000 at auction. To own this Whizzer-style H-D moped replica will require only a small fraction of that outlay, and it even outdoes the old original 'Silent Gray Fellow' with a much more jaunty orange-and-cream paint scheme.

**\$1,000 - 1,500
WITHOUT RESERVE**



344

CYCLONE BOARD TRACKER MOPED 'REPLICA'

Take a Whizzer-style engine, wrap it in an frame that takes cues from 1915, fit an underslung gas tank, slather in canary-yellow paint, and you wind up with a highly entertaining 'recreation' of a famous Teens board-track racer. The builder of this faux Cyclone was no doubt inspired by the sale of the real thing in 2015 – previously owned by Steve McQueen no less – which hammered down for a whopping \$852,000, making it the most expensive motorcycle ever sold at public auction. A millionaire movie star's bank account is not a prerequisite for bidding on this moped Cyclone copy.

**\$1,000 - 1,500
WITHOUT RESERVE**



345

2006 THUMPSTAR 125 'YZ REPLICA'

Frame no. LDJPGH5C981121106

Founded in Australia and using a Taiwanese manufacturing plant, Thumpstar set out to build affordable mini racers, many of which are used as 'pit bikes' by adults. That's the history of this electric-start 125, used by vintage motocross racer Mike Owens to get around courses when he wasn't competing out on the track. An AHRMA national champion on Yamahas, Owens applied YZ replica decals to his Thumpstar, making for an effective replica. Unridden for several years, the bike is in need of a fresh battery and likely a carb clean before use.

**\$500 - 750
WITHOUT RESERVE**

JANUARY 19, 2017
The Westin Kierland Resort & Spa

+1 (415) 391 4000, West Coast
+1 (212) 461 6514, East Coast
motors.us@bonhams.com

PREVIEW

January 17-18, 9am-6pm
January 19, 9am-11am

..... THE
SCOTTSDALE
..... 
Auction



*Ex Bob Jane - 1963 Australian GT Championship Winning
Exceedingly original example with just 3 owners from new*
1963 JAGUAR E-TYPE LIGHTWEIGHT COMPETITION

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CONDITIONS OF SALE – MOTORCYCLES & MEMORABILIA

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means the property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held at Rio All-Suites Hotel and Casino in Las Vegas, Nevada, on Thursday, January 26, 2017.

1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'General Information'.

7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM:

8.1 The Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of the Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium of TWENTY-FIVE PERCENT (25%) on the first One Hundred and Fifty Thousand Dollars (\$150,000.00) of the Hammer Price of such lot, TWENTY PERCENT (20%) on the amount of the Hammer Price above One Hundred and Fifty Thousand Dollars (\$150,000.00) up to and including Three Million Dollars (\$3,000,000.00), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Three Million Dollars (\$3,000,000.00), together with any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington, D.C., Washington state, or other applicable state or local sales tax (or compensating use tax).

9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, debit card transaction made in person with a PIN, or Visa, MasterCard, American Express or Discover credit or charge card in United States currency, no later than 12:00 noon Pacific Time on Saturday, January 28, 2017. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot by personal or business check with approved credit but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

CONDITIONS OF SALE – MOTORCYCLES & MEMORABILIA (CONTINUED)

15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

MEDIATION AND ARBITRATION PROCEDURES

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding.

All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service: (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows:

- (A) All arbitration proceedings shall be confidential;
- (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;
- (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;
- (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;
- (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABILITY QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Las Vegas Motorcycle Auction on January 26, 2017.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Las Vegas Motorcycle Auction on January 26, 2017.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.



ACKNOWLEDGMENTS

**WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE
THE 2017 LAS VEGAS MOTORCYCLE AUCTION CATALOG:**

Alvin Wee
Alan Cathcart
Cate Hurst
Christian Smith Photography
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The Vincent Owners' Club
Tim Parker
Tom Nielsen
Vintage Motor Cycle Club Limited (VMCC)
Willie Bobadilla

Index

Lot No	Year	Model	Lot No	Year	Model
191	1927	AJS Model 9 Sidevalve	240	1973	Ducati 750 SS
297	1951	AJS Model 18	131	1974	Ducati 750 SS
295	1954	AJS Model 18CS	176	1975	Ducati 750 SS
138	c.1956	AJS Model 30	221	1975	Ducati 900 SS Superbike Prototype
296	1959	AJS Model 31CS Twin	133	1978	Ducati 900 SS
118	1971	AJS 250cc Stormer	238	1980	Ducati 900 SS
119	1955	Ariel HS500	337	1988	Ducati 851 TriColore
214	1960	Ariel Arrow	104	1993	Ducati 900 SS
211	1982	Benelli Sei 900	312	1997	Ducati 900 SS SP
277	1983	Benelli Sei 900	338	2001	Ducati MH900e
262	1992	Bimota YB8 Furano	144	2008	Ducati Desmosedici RR
201	1927	BMW R42	158	c.1960	Ducati 204cc Elite by Mototrans
219	1938	BMW R61 with Stoye Sidecar	182	1965	Ducati Monza Junior
122	1957	BMW R69	268	1972	Ducati R/T 450 Desmo
254	1960	BMW R60 sidecar	100	c.1971	Ducati SCR Mark III
126	1964	BMW R60/2	267	1963	Ducati Scrambler
123	1964	BMW R50/2	153	1971	Ducati Silver Shotgun
127	1968	BMW R60/2 US	292	c.1958	Ducati 'Trialbero'
109	1988	BMW K75S	217	1984	Ducati TT1 ROAD RAC
316	1943	BSA M20 Military	208	2013	Ecosse Founder's Edition Ti
244	1952	BSA A7 Star Twin	213	1912	Excelsior Chain Drive Single
304	1953	BSA 500cc Gold Star	228	1914	Excelsior Model 7-C V-Twin
121	c.1954	BSA Gold Star Clubman	253	1925	Excelsior Super X
259	1960	BSA A10 Super Rocket	173	1929	Excelsior Super X with Sidecar
180	1961	BSA Gold Star Catalina Scrambler	250	1914	Feilbach Limited 10HP
193	1966	BSA A65 Spitfire Mark II	200	1912	Flying Merkel Belt Drive V-Twin
273	1967	BSA Factory Daytona Vesco	256	1913	Flying Merkel Model 71
276	1968	BSA Spitfire MK IV Special	183	1961	Gilera Giubileo
235	1970	BSA Lightning	107	1964	Gilera Giubileo
278	1973	BSA B50MX	222	1990	Gilera Saturno Bialbero Piuma
274	1973	BSA Rob North Formula 750 Triple	225	1910	Harley-Davidson Model 6-A
207	1971	Bultaco Metralla Mark II	212	1912	Harley-Davidson Model X-8-E
236	1973	Bultaco Sherpa T	234	1912	Harley-Davidson X-8-A Single
291	1975	Bultaco Pursang 250 Mk8	143	1912	Harley-Davidson X8E Big Twin
283	1999	Cagiva Gran Canyon	227	1915	Harley-Davidson 11F
321	1978	CanAm MX6	229	1929	Harley-Davidson DL Sport Solo
155	1957	Capriolo sport	128	1932	Harley-Davidson VL 'Bobber'
151	1955	Ceccato 75 SOHC	306	1935	Harley-Davidson VL Bobber
299	2008	Confederate Wraith B210	224	1936	Harley-Davidson EL
300	2010	Confederate Fighter XP120	251	1937	Harley-Davidson EL Knucklehead
223	1936	Hemi Head' Crocker	226	1938	Harley-Davidson WLDR
344		Cyclone Board Tracker Moped 'Replica'	166	1941	Harley-Davidson WLA
279	1972	CZ 250	336	1949	Harley-Davidson Hummer 125 Custom
315	1972	Dnepr with Sidecar	293	1951	Harley-Davidson WL SOLO
162	1914	Douglas 2¾HP	160	1952	Harley-Davidson Model K
156	c.1947	Ducati 48cc Cucciolo	305	1953	Harley-Davidson KR750 Flat Tracker
149	c.1952	Ducati 60 GP bike	178	1954	Harley-Davidson FL Panhead
152	1954	Ducati 125 Marianna Sport	302	1956	Harley-Davidson FL Panhead Mild Custom
150	c.1956	Ducati 100 Gran Sport	301	1959	Harley-Davidson FLH Duo-Glide
148	c.1956	Ducati 98 Sport	286	1960	Harley-Davidson KR750
142	1958	Ducati 125 GP	287	1960	Harley-Davidson XLR Flat Tracker
146	1959	Ducati 200 Elite	170	1961	Harley-Davidson KR
269	1966	Ducati 250 Scrambler	177	1961	Harley-Davidson KR TT Road Racer
157	1966	Ducati 50 SL/1	335	1966	Harley-Davidson M50 Sport
220	1966	Ducati Mark 3	275	1969	Harley-Davidson XKTT
241	1967	Ducati 250 Scrambler	330	1974	Harley-Davidson X-90 'Shortster'
216	1970	Ducati Jupiter 450 Scrambler	309	1976	Harley-Davidson SS175
102	c.1970	Ducati Desmo Road Racer	163	1987	Harley-Davidson FXR Custom
103	1971	Ducati 450cc Desmo R/T	314	1999	Harley-Davidson MT500 Military
101	c.1972	Ducati 160cc Monza	339	2000	Harley-Davidson Bagger Custom
132	1973	Ducati 750 Sport	165	2008	Harley-Davidson Corbin Custom
145	1973	Ducati 750 Sport	343		Harley-Davidson Strap Tank Moped 'Replica'
239	1973	Ducati 750 GT	263	1985	Harris Ducati Sports Imola

Lot No	Year	Model	Lot No	Year	Model
324	1969	Hodaka Steens Special	270	2005	MV Agusta Tamburini
242	1964	Honda CA95 Benly Touring	195	1926	Nimbus Model B
243	1967	Honda CL77 Scrambler	159	1936	Norton International 30M
112	1969	Honda Mini Trail Z50	130	1953	Norton Model 7 Dominator
114	1969	Honda Trail 70	192	1956	Norton Dominator 99
206	1970	Honda CB350	249	1959	Norton International
115	1970	Honda Trail 70	248	1962	Norton Petty 519cc Manx Road Race
116	1971	Honda SL70	136	1971	Norton Commando Production Racer
231	1972	Honda CB750	245	1971	Norton Commando Production Racer
288	1973	Honda CR250M Elsinore	327	1979	Norton Commando Chopper
322	1974	Honda C 125	108	1972	OSSA Mick Andrews Replica
326	1974	Honda CB750 Chopper	110	1973	Pannonia T5 with Duna sidecar
232	1975	Honda CB400F	260	1965	Parilla Wildcat Racer
289	1976	Honda CR250M Elsinore	233	1911	Reading Standard Model R-S Single
342	1976	Honda MT125 Elsinore	323	1971	Rickman 250 Montesa
113	1978	Honda Mini Trail Z50	340	c.1995	Rotax Champion Flat Tracker
271	1982	Honda CBX-C	310	1972	Rupp RMT
230	1982	Honda CX500 Turbo	257	1966	Suzuki X-6 Hustler
172	1985	Honda VF1000R	332	1981	Suzuki RM250
129	1990	Honda GB500	247	1916	Thor Twin
111	2007	Honda CBR1000RR Custom	345	2006	Thumpstar 125 'YZ Replica'
319	2000	Husaberg 400	198	1948	Triumph T100 Tiger
281	1970	Husqvarna 400 Cross	203	1956	Triumph TR6 Trophy
320	1974	Husqvarna Mag 360 GP	196	1959	Triumph Bonneville
333	1976	Husqvarna 175 GP	325	1965	Triumph T120 Bonneville
117	1973	Indian 50 Mini	328	1966	Triumph T100SC
202	1908	Indian Tri-Car Quick Delivery Van	197	1967	Triumph Bonneville
174	1920	Indian Scout	199	1970	Triumph Rickman Métisse
252	1937	Indian Sport 4	307	1970	Triumph T100C Trophy 500
313	1940	Indian Military Chief Model 340B	284	1971	V8 Widow Maker 7
187	1949	Indian-Vincent Factory Prototype	137	1970	Velocette 500cc Venom Thruxton
169	1953	Indian Chief	264	1967	Velocette 500cc Venom Thruxton
135	1970	Indian Velocette Venom 500	190	1969	Velocette 500cc Venom Thruxton
188	2012	Indian Larry Panhead Chopper	185	1958	Vespa VB1
105	1972	Kawasaki F6	140	1949	Vespa 'Faro Basso Bacchetta'
329	2005	Kawasaki 'Indian Chief Replica'	209	1962	Vespa GL 150
331	1977	KTM 400cc MC5 'Moiseev Replica'	258	1977	Vespa Primavera ET3
341	2008	KTM SuperSpinne Custom	255	1932	Vincent HRD Python Sports
210	1965	Lambretta LI 150 Special	167	1949	Vincent 998cc Black Shadow Series C
141	1966	Lambretta SX200	161	1949	Vincent 998cc Rapide Series C
186	1970	Lambretta DL 150	205	1949	Vincent 998cc Series B Shadow
175	1974	Laverda SFC	194	1949	Vincent 998cc Series B Touring Rapide
311	1974	Laverda SFC	298	1951	Vincent 998cc Series C Black Shadow
282	1980	Laverda 1000 Jarama	285	1951	Vincent 499cc Series C Comet
204	1983	Laverda RGS 1000	246	1952	Vincent 998cc Series C Rapide
317	1985	Laverda SFC PROTOTYPE	303	1952	Vincent 998cc Series C Touring Rapide
179	1962	Lito 500	266	1953	Vincent 998cc Series C Black Shadow
261	1979	Magni MV Agusta Superlight	280	1953	Vincent 998cc Series C Touring Rapide
318	1971	Maico 125	120	1954	Vincent 499cc Series C Touring Comet
290	1983	Maico 490 Spider	168	1955	Vincent 998cc Black Prince
272	1919	Matchless Model H with Sidecar	237	1955	Vincent 998cc Series D Black Knight
294	c.1959	Matchless G12 CSR Twin	334	1970	Yamaha DT1 Enduro 250
308	1988	Matchless 494cc G80 Rotax	106	1971	Yamaha JT-1MX
215	c.1961	Mobylette Moped	171	1985	Yamaha RD500LC
265	1930	Montgomery JAP Sidevalve	164	2004	Yamaha MT-01
134	1964	Moto Guzzi Falcone Turismo			
139	1967	Moto Guzzi V7			
125	1973	Moto Guzzi V7 Sport			
124	1978	Moto Guzzi Le Mans S1			
189	2009	Moto Guzzi Vintage California			
181	c.1954	MV Agusta CSS Squalo			
184	1957	MV Agusta 125 TRL			
218	2003	MV Agusta F4 750 Series Oro			

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(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Guide relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Guide in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders; If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

If successful

- I will collect the purchases myself
- Please contact me with a shipping quote (if applicable)
- I will arrange a third party to collect my purchase(s)

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
 220 San Bruno Avenue
 San Francisco, California 94103
 Tel +1 (800) 223 2854
 Fax +1 (415) 861 8951
 Automated Auction Results
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Bonhams

Sale title: The Las Vegas Motorcycle Auction		Sale date: January 26, 2017	
Sale no. 23804		Sale venue: The Rio Hotel and Casino	
General Bid Increments:			
\$10 - 200by 10s		\$10,000 - 20,000by 1,000s	
\$200 - 500by 20 / 50 / 80s		\$20,000 - 50,000by 2,000 / 5,000 / 8,000s	
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\$1,000 - 2,000by 100s		\$100,000 - 200,000by 10,000s	
\$2,000 - 5,000by 200 / 500 / 800s		above \$200,000at the auctioneer's discretion	
\$5,000 - 10,000by 500s		The auctioneer has discretion to split any bid at any time.	
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
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Post / Zip code		Country	
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Telephone evening		Fax	
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.			
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By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
Resale: please enter your resale license number here _____ We may contact you for additional information.			

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Shipping Address (if different than above):	
Address: _____	Country: _____
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Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone or should the connection be lost during bidding.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S GUIDE OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature: _____	Date: _____



⌘ 1793

Bonhams

220 San Bruno Avenue
San Francisco, CA 94103
+1 415 861 7500

580 Madison Avenue
New York, New York 10022
+1 212 644 9001

7601 W. Sunset Boulevard
Los Angeles, CA 90046
+1 323 850 7500

